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SATURDAY, JULY 3, 1926.

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WRECKED TUG.

THRILLING STORY OF DISASTER.

A JUMP FOR LIFE.

A thrilling story of how he himself, together with a crew of six others, luckily escaped with their lives when the tug Kamkai became a total loss, by foundering off the Luzon coast last month, was told by Captain Finn Malm, when a *Telegraph* representative called on him yesterday afternoon to gather details of the disaster which was briefly reported by telegram at the time. Captain Malm is the principal of the firm of Messrs. Malm and Co., local shipbrokers and surveyors, and he was in command of the tug when, on June 24th, she sank off Pacac, near the village of Tagudin, in the Province of Ilocos Del Sur, Luzon.

It was on June 12th that the little tug left here for Manila, having been sold to the Negros Philippine Lumber Corporation of that city, by the Tak Kee Steamship Co., of Hongkong. The tug was of 60 tons gross and 23 tons net register, her dimensions being:—Length, 84 feet; breadth, 14 feet; and depth of hold 7 feet, six inches.

Captain Malm told our representative that when the tug left Hongkong she was in good condition and was well and sufficiently manned with a full European crew, with the exception of one Filipino, of seven, including himself. Bad weather was experienced throughout the voyage. The course was originally set 132 true, which was later changed to 138 true.

SEVERE TYPHOON.

On the 23rd June, when the tug was in latitude 17.2 observation, and longitude 119.8 by dead reckoning, she encountered a severe typhoon. However, Captain Malm, being an old hand on the China Coast, managed, to extricate the little craft from the typhoon, and at 1 a.m. on June 24th, the San Fernando light-house was sighted. A course was then set for the Piedra Point light-house, but, on account of the stress of weather the engines had to be stopped, because water could not be maintained in the boilers, which were busily engaged supplying steam to the bilge pump and the emergency pump in order to keep the craft afloat. The tug had sprung a very bad leak on account of the heavy strain which she had experienced during the bad weather. Matters looked extremely serious from the fact that the tide set the little vessel to the northward very quickly.

In the meantime, the water was rising rapidly in the hull, but steam was finally got up when the vessel was off Darigayo Point, but a defect had developed in the main boiler, which was leaking badly. Shortly after leaving Darigayo Point, the tug was only making two knots an hour, and it was found impossible to stem the tide.

At this time, the tug was in the neighbourhood of a beach where the depth was 1,000 fathoms only 200 yards from the shore, the beach inclining to an angle of about 45 degrees. But on account of the small speed the vessel was making, it was found impossible to make for the nearest shallow beach in the vicinity, which was just off Darigayo Point.

EVERYBODY FOR HIMSELF.

When the tug had reached the vicinity of Pacac, said Capt. Malm, it was found that she had barely a steerage way and there was only five minutes way of movement left. (Continued on Page 16.)

GEN. SUN'S POLICY ON HUNAN.

SUPPORT FOR ANTI-CANTON TROOPS?

WRITES CHAN KAI-SHEK.

The activities of Canton troops in Hunan province have received a severe check from General Sun Chuan-fang, Tupan of Kiangsu, who (says the *Shanghai Times*) has written to General Chang Kai-shek, the young dictator of Kwangtung province, outlining his policy towards Hunan in one of those typical Chinese letters of diplomatic nicety.

General Sun says he hopes General Chao Heng-ti, the deposed Tupan of Hunan, will succeed in his effort to regain his power—an insinuation that Sun will support Chao to recapture Hunan in order to make General Sun's power supreme in adjacent territory.

General Sun's letter, according to the Chinese newspapers, reads: "Since 1917 there has been continuous warfare in Hunan. With the Chao Heng-ti government, the province enjoyed a period of peace. Gen. Chao being a Hunan man himself, his policy was 'Hunan for the Hunanese.' Following his flight, the war between Gen. Yeh Kai-sen and Gen. Tang Sen-chi has caused the province adjacent to Kwangtung, I believe great distress. As Hunan is adjacent to Kwangtung, I believe that you must sympathize with the suffering of the Hunanese. Gen. Chao Heng-ti who is now in Shanghai, is being urged by his fellow-countrymen to return to his native province for the purpose of settling the dispute between Tang and Yeh. I hope he will succeed in his attempt.

"An unusual famine occurred last year, how can the Hunan people bear another calamity of warfare? It is my opinion that neither the south nor the north should participate in the civil war there; both should maintain strict neutrality, in order to avoid further complications and suffering to the people there."

SWATOW STRIKE.

NEW TAXES RESENTED.

A report from Swatow states that the Bureau for the Prevention of Smuggling and Protection of Merchants is trying to impose exorbitant taxation on all craft and cargo, but the movement is being resisted by the people.

All classes are so indignant at these extravagant measures for raising funds, that a general strike was called on the 1st July. The local authorities are now endeavouring to settle the matter. In the meantime, everything is at a standstill.

CANTON WOMEN.

WANT OFFICIAL POSITIONS.

Replying to the demands of the Canton Women's Right Association, the Kuomintang has agreed to employ women in its several departments, whenever possible, on the same terms as men.

So far, however, only one young woman has succeeded in getting a post in the Kuomintang clerical staff, and she is being employed in the auditing office. Cantonese women have been given teaching positions for many years, and now nearly one-third of the teachers of the primary grades are women.

FRANC SLUMPS.

DOWN TO 185 TO 2.

London, July 2. The French franc closed in London at 185, the slump apparently being due to the uncertainty of the French political situation. (Continued on Page 16.)

NEW HONOURS.

MR. JUSTICE GOMPERTZ KNIGHTED.

CONSULS ALSO HONOURED.

London, July 2.

The Birthday Honours List covers eighteen pages of the *London Gazette*. The recipients are located practically over the whole globe, although notable exceptions hereto are the Union of South Africa and Canada, where the conferment of honours is now disfavoured.

NEW PEERS.

The only Peerages are Lord Tredegar, who is raised to a Viscountcy, and Mr. Henry Berry, who has been appointed a Baron. [Baron Tredegar, who is Deputy Lieutenant of Monmouth, served in the South Africa War and the Great War, in the latter of which he commanded H. M.'s yacht Liberty and won decorations for his services. He owns about 40,000 acres.

Mr. Henry Seymour Berry, who becomes a Baron, is a Welsh coal-owner, being Chairman or Director of over fifty companies. He was associated with the late Lord Rhonda in colliery and other undertakings, and to his native town of Merthyr Tydfil he has made gifts, including a new wing for the General Hospital, and £20,000 for building a technical school in memory of his father.]

PRIVY COUNCILLORS.

Three new Privy Councillors are created, these being Colonel John Gretton, (Unionist M.P. for Rutland, and Chairman of Bass, Ratcliff and Gretton, Ltd.); Sir Halford John Mackinder (Chairman of the Imperial Shipping and Imperial Economic Committee); and Lord Onslow, (Under Secretary of War).

Six Baronetcies are awarded for political and public services, whilst the most prominent names among twenty-five Knight Bachelors are the musician, Mr. Henry Coward; Mr. P. E. Lacey, Secretary to the Marylebone Cricket Club; and Mr. Stanley Machin, Director of Grosse and Blackwell, Ltd.

OTHER HONOURS.

The Grand Cross of the Order of the Bath is conferred on Sir Herbert Samuel, ex-Chairman of the Coal Commission.

Mrs. Massey, widow of the former Premier of New Zealand, is the sole recipient of a Dame of the Grand Cross—the British Empire Order, while among five Dame Commanders figure the veteran actress, Mrs. Kendal and Dr. Mary Scharlieb.

LOCAL AND FAR EASTERN.

MR SIDNEY BARTON KNIGHTED.

The list also includes a Knight Commander of the British Empire Order for Mr. Sidney Barton, H. M.'s Consul-General at Shanghai; and Commanders of the same Order for Mr. E. G. Jamieson, of Shanghai; Mr. C. C. A. Kirke, of Swatow; and Mr. J. H. Robson, of the Malay States.

C. M. G.'s have been conferred on Mr. R. O. Winstedt, of the Straits Settlements; and Mr. Harold Porter, Acting Consul General at Hankow.

Honorary Commanders of the British Empire Order have been conferred on Dato Mentril, of Johore; and the Undang of Sungai Ujong.

A Knight Bachelorship is conferred on Mr. Justice H. H. J. Gompertz, Chief Justice of the Malay States, and who until recently was Puisne Judge, of Hongkong.

THE LATE SIR PAUL CHATER.

The Honours List states that His Majesty would have approved of a Knight Commander of the British Empire Order for the late Sir Paul Chater, in recognition of his services to Hongkong, had he survived. (Continued on Page 16.)

RECORD PRICE FOR RICE.

OVER \$18 A PICUL IN SHANGHAI.

MUCH DISTRESS CAUSED.

Despite the remedial efforts by philanthropic merchants and Chinese associations in Shanghai, rice prices yesterday (says the *Shanghai Times* of June 26th) registered another advance, although at the level maintained for the past few days they were the highest ever reached for this commodity in Shanghai.

The prices were \$16.20 to \$18.20 per picul, according to quality, an increase of 20 cents on the last record reached. Never during the most critical epochs of Shanghai's history, not during civil war, revolution or the Taiping rebellion of last century, did the price of rice reach such a height as it is quoted at the present time. The highest price reached during the civil war around Shanghai in the autumn of 1924, when supplies from the country were held up and hundreds of thousands of refugees flocked to Shanghai, was not more than \$17 a picul.

While a certain amount of distress is being alleviated by the philanthropic action of local merchants and associations, who have opened cheap rice depots and are selling rice at much below the market price, there is much murmuring around Shanghai at the current prices. So great is the demand for rice that the grain is being unloaded from the boats to the shop immediately it arrives here, instead of being put in godowns as was the former custom. Prices of rice in other cities in Kiangsu are a trifle cheaper than the Shanghai level.

As a result of the shortage in Shanghai, much more Saigon rice is being imported and sold in Shanghai, supplies from this source having been trebled since the Chinese crops failed, and prices of native rice began to soar.

REVOLT IN PERSIA.

TROOPS START LOOTING.

Teheran, July 2.

The military stationed at Salmas, which is 60 miles from Tabriz, have revolted and killed their commandant. They marched to Moku, via Khoy, and were joined by the local forces at both places. They then started looting. Troops have despatched from Tabriz to cope with the insurgents. Trouble has also broken out at Buhrud, in Khorasan, to which place a regiment has been despatched from the Capital. (Continued on Page 16.)

THE HOLY CARPET.

WHY IT WAS ORDERED BACK.

Cairo, July 2.

The Holy Carpet has been ordered back from Jeddah, due to disagreement between Emir Uthajj and King Hedjaz regarding the distribution of the Mahmal gifts to the poor. It appears that Bedouin Chiefs were demanding the customary large share and that Uthajj gave them £10,000 for the poor, retaining the balance of £20,000, pending instructions from his Government. (Continued on Page 16.)

DANUBE FLOODS.

Belgrade, July 3. There are disastrous floods in the low-lying districts, with many victims and much damage. The Danube is higher than for a century. Fifteen thousand men, assisted by troops, are working to save the harvest in the Batska district, the most fertile in the Kingdom. (Continued on Page 16.)

MARRIAGE LAW.

CHINESE PUZZLE IN SINGAPORE.

BIGAMY POINT RAISED.

A judgment delivered by the Chief Justice (Sir William Muriel) in a Chinese marriage case in Singapore was the subject of argument in the Court of Appeal when the plaintiff in the action, an infant, suing through his next friend, appealed against the decision. Five lawyers were engaged in the appeal.

Mr. Roland Braddell appeared for the appellant with Mr. J. G. Campbell, Mr. M. C. Johannes for the first three respondents, Mr. St. George for the fourth respondent, and Mr. R. Page for the fifth and sixth respondents.

THE DISPUTE.

In opening his address, Mr. Braddell said that the plaintiff claimed certain declarations that he was entitled to property through his father. The actual issue was the question whether the plaintiff was legitimate. The Chief Justice had held that plaintiff had failed to prove any ceremony of marriage between his father and mother, that a presumption of marriage arose from the evidence, but that presumption had been rebutted by the first three defendants.

In the course of his speech Mr. Braddell mentioned that Mr. Beatty, the Secretary for Chinese Affairs, had been taking an extraordinary amount of evidence in the commission at present being held in order to find out what really constituted a Chinese marriage, and what was the law as to how many wives a Chinese could have.

Mr. Justice Deane pointed out that in cases like the Six Widows Case there were references to several principal wives; yet in another case a second marriage to a principal wife had been held to be bigamous.

PRINCIPAL WIVES.

Mr. Braddell said that if anyone wanted to prove that the taking of a second principal wife was bigamy it would be necessary to go into the whole matter, and as a matter of fact that was what the commission was doing. The point in all these cases was that if two persons lived together as man and wife for a sufficiently long period and had had children, then they were married for the purposes of succession.

Mr. Braddell said he did not admit that anybody in the Colony knew what really constituted a Chinese marriage. They had only the evidence of Mr. Stirling (of the Chinese Protectorate) on the point that a Chinese could not marry a secondary wife until he had married a principal wife. There was evidence, he submitted, that the appellant was recognised by the family as being legitimate, and the deceased never adopted another son, so that if appellant was not regarded as legitimate they were asked to believe that this man died without leaving male issue to carry on the ancestral worship.

In the course of further argument Mr. Braddell said that if a Chinese had in his keeping a woman for a number of years and she bore children, she became, according to Chinese law and custom, his wife, if nothing more. The Chinese did not bother about what she was. The point was that they looked on the children of the union as legitimate.

NOT BIGAMY.

After quoting from the Chief Justice's decision, Mr. Braddell proceeded to cite authorities. He said that in the Malacca case the Chinese Consul swore that under the law in China a man could only have one wife, and if a man took another it was bigamy. (Continued on Page 16.)

Bulls and Inners

From the Office Butts.

An article in the *China Mail* suggests that Hongkong would be brightened were 3 Piers, 1 Dance Hall, 1 Concert Hall, 1 Bandstand, 1 Buffet and a few other conveniences erected on Kellet Island, which should be connected to the mainland by a bridge carrying 1 tramtrack, 1 motor road and one footpath. Unfortunately, our esteemed contemporary forgot to subscribe the first \$5,000,000.

There is no truth in the rumour, that the Scottish Company are to give demonstrations in "Haggis Swiping" at the forthcoming Gymkhana.

The *Sunday Herald* recently pointed out that Daisy should be spelt D'Oisy. No doubt D'Oisy would think such wisdom a capital joke.

"Dark haired men marry first," says a contemporary. We thought it was the light-headed ones.

When a newly married man says he lives like a bird you may be sure he occasionally has to fly for his life.

An American Judge said that a man's legal home is where his Bible is kept. There must be a lot of homeless men.

Dr. Ales Hrdlicka, who is a scientist and not a typographical error, is trying to find out how the first man got to America, and why?

Non-alcoholic accusations are being broadcast that the Coolidge administration is one part spiritualistic, one part queer and one part peculiar.

The only job to suit some Hongkong lads would be the post of tester in a mattress factory.

The worst of some of these modern styles is that you don't know whether a girl's coming or going.

When you speak of Hongkong's climate, it's as well to explain whether you mean yesterday's or to-day's.

We know a Kowloon man who's so handy about the house that when there's a piano to be moved, he always grabs the stool.

"Chinese takes to golf sticks," is a heading in an American paper. When a Chinese gives up his chop sticks for golf it must be pretty bad.

A young lady in London was awarded 150 pounds for damage done to her hair in a beauty parlour. She must have had more hair than our Hongkong flappers.

From the *Daily Press* "Reports that Marshal Feng Yu-hsiang has secured funds and is marching towards the Kuomintang (which is now in the North) competitors at Wimbledon." Although we don't know Mr. Kuomintang as a tennis player, we are awaiting *Reuter* to inform us that a sensational racket was created when he "volleyed and thundered."

According to the *Telegraph*, "Bardsley was superb, and at the close of play was undefeated with 173. He hit 73 fours." Judging from the plus fours, one would imagine him to be a golfer.

The trouble with too many of our roads is that they seem to have gone in for permanent waves.

Lots of folk sighing for the good old days wouldn't know which end of a horse to crank up.

We imagine Eskimo dogs have a good time chasing north pole rats.

Every man is a woman-hater until he reaches the age of about 18.

If America finally permits very light wines, there should be no fear of heavy drinking.

Kid McCoy says he is getting round-shouldered in prison. Well, upright man don't go to prison.

If things keep on going from bad to worse in China, even the pirate business will be affected.

"The back of the Sphinx at Giza is cracking," says a Cairo paper. Perhaps it is on account of the awful strain of being a Sphinx so long.

A new member of the local Angling Club tells us that it's his honest opinion that fish won't bite in water.

The North Pole and the South Pole have now been discovered. And yesterday a local motorist discovered a telephone pole.

"Christen Duke of York's Baby May 29," says an American newspaper heading. We thought her name was Elizabeth.

"Geese and chickens stuffed with precious stones and other valuables have been passing between large cities in Soviet Russia," states the *South China Morning Post*. But they failed to pass the customs.

England expects that every man this year will pay his betting duty.

When buying perfume, the more cents you spend, the better scent you get.

People who sing at their work should remember what happens to the mosquito.

One thing about England's climate. There's plenty of rest for the wicket.

Modern girls' ears aren't pierced, but they're often bored.

A Manchester girl has had three husbands in three months. But she knows all about the "hat-trick."

Some men who marry a miss awaken to the fact that they have married misfortune.

The Norge could not land at the North Pole on account of water and thin ice. Perry must have gone there during the dry season.

A Home newspaper publishes an article on how to increase the tourist traffic. Why not eliminate the age line from passports and give the ladies a chance.

Football players at San Diego are being charged with liquor offences. That's what comes to playing a game with a kick in it.

Patrons of our tramcars say that having to hang on straps is a long standing complaint.

The thief who mistook a tract for a banknote was himself soon tracked.

There are some striking effects to be seen in Canton these days.

The moonshine trade is conquering America that the wages of sin are death.

The *Daily Press* vouchsafes the information that "The Island of Prasas is a reef, 162 miles long, with an area of 300 acres." Accretion obviously required.

Book worms are said to suffer a heavy mortality. Must be the result of some-aino poisoning.

Latterly there have been more bishops than bandits in Chicago.

We understand that the local newspaper heading "A Sudden Derby" did not relate to a relic of the past, recently recovered from excavations in Ice House Street.

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ARMS TRAFFIC.

FRENCH STEWARDS
CHARGED.

On the arrival in port of the French steamer *Andre Lebon* on June 22, the vessel was searched by detectives and a large haul of arms and ammunition was made, with the result that three stewards of the steamer were charged before Mr. J. H. B. Nihill and Major C. Willson at the Kowloon Magistrate's Court yesterday afternoon, with being in unlawful possession of arms and ammunition, without a permit from the Captain Superintendent of Police.

The first case mentioned was one in which Folacci and Antonini, both waiters of the steamer, were charged with being in unlawful possession of one revolver and 100 rounds of ammunition.

Folacci pleaded guilty to the charge, and Antonini stated that he had found the revolver and ammunition in a ventilation pipe.

Outlining the case, Sub-Inspector Andrews said that during the course of an ordinary search of the *s.s. Andre Lebon*, Folacci was asked to open a locker which he had claimed as being his. The Police found a revolver and 100 rounds of ammunition among his clothes, and in reply to questions, put through the second purser, the defendant told the Police that he had the arms for self-protection.

He was taken to the Water Police Station, where he was cautioned in the usual manner, and in a statement said that the revolver and ammunition were not his, but had been given to him by Antonini on board the ship.

Fellow Waiter Accused.

Acting on the statement made to the Police, a second visit was made to the steamer and Antonini was pointed out by Folacci. The former said that he had found the arms in a ventilation pipe and had given them to Folacci.

The prosecution produced a letter written by the master of the vessel stating that none of the members of the crew had any authority to possess arms.

The Bench found that there was no case against Antonini, his Worship remarking that the arms had not been found in his locker, and he was discharged.

Sentence in respect of Folacci was deferred till the conclusion of the case against Rousseau Omer, who was charged with being in unlawful possession of 14 revolvers and 1,500 rounds of ammunition. Omer pleaded not guilty.

Sub-Inspector Andrews said that in regard to Omer, the search had been completed with the exception of one locker. There were 38 waiters present in the compartment, but the room contained 43 lockers. When asked who owned the unsearched locker no claimant stepped forward, and the Police prised open the lock.

Sergeant Barnicle was ordered to search the locker and the arms and ammunition enumerated in the charge were discovered among some clothing. A hat bearing the letters R. O. and a parcel with the defendant's name written on it were among the articles found.

Another Man.

Omer, who was then in the first class passengers' saloon, was sent for, and when searched a bunch of keys was found on his person. One of the keys opened the locker, in which were found the arms. The defendant admitted that the hat and parcel were his, but denied that any of the remainder of the contents belonged to him. He said that he shared the locker with another man, but when asked

PIECE GOODS.

CHINESE DEALERS AND NEW
CONTRACT.

It will be recalled that recently the Chinese Piece Goods Guild presented to the Hongkong General Chamber of Commerce a new form of piece-goods contract which they insisted should be used in future. *Inter alia*, the new form stipulated that goods be ordered for arrival, not for shipment; that the 6 per cent interest charge while goods are held up in godown shall include insurance, etc., that in the event of unsettled conditions, in the interior, contracts be cancelled or extended; that in disputes, an arbitrator may be appointed by the Guild as well as by the Chamber of Commerce.

Some of these conditions were held to be impossible and the Chamber refused to entertain them.

Yesterday it was current in Chinese circles that the specified date had passed (July 1) and that hereafter the Chinese dealers would insist upon this form of contract.

A representative of the S. C. M. Post enquired at the Chamber of Commerce and was told that nothing further had been heard. The first of the month (Thursday), having been a holiday, the situation was considered as remaining indefinite. In view of the state of trade, any lapsing of the reported time limit was not considered as bringing about an urgent situation.

to point him out to the Police, he refused.

During the evidence Sub-Inspector Andrews said that the defendant had previously pointed out a locker, which he said belonged to him, and when searched nothing incriminating was found. When asked the name of the man who shared his locker, the defendant refused to divulge his name and declined to go back to the ship to point him out to the Police.

In reply to the Bench, witness said that he had never come across a locker on board which was shared by two persons.

Later when asked how he substantiated his reply, witness said that on each locker being searched the owner came forward and on no occasion did two persons come forward to claim one locker.

The Defence.

The defendant then elected to go into the witness box, and give his evidence on oath. He claimed that he shared the locker with others, and denied ownership of the arms.

Asked by Sub-Inspector Andrews as to why he did not point out the other man to the Police and thus clear himself of the charge, witness replied that if he had done so somebody else would have been charged in his stead.

Mr. Nihill: When you say you did not want to go back to the ship, do you mean you did not want to give another man away?—No. I did not know who owned the arms.

Witness further said that he put his hat and parcel in the locker at Marseille, and since leaving that port he had never had occasion to open it. The arms at that time were not in the locker.

The court found the defendant guilty of the charge, and said that they believed that he was trafficking in arms. Sentence of two years' imprisonment was imposed.

The sentence of the court in the case of Folacci was four months' hard labour.

Four Years For Chinese.

A Chinese, who was arrested in Mongkok with two revolvers in his possession, was sentenced to four years' hard labour.



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Geneva, June 2.—Switzerland is torn by discussion over a petition offered to the authorities by a dying resident of Zurich begging for legal permission to receive an injection of poison to end her suffering. The dying man has sent a memorial to the Council of State urging the speedy adoption of a law authorizing physicians to act quickly and humanely in his and similar cases.

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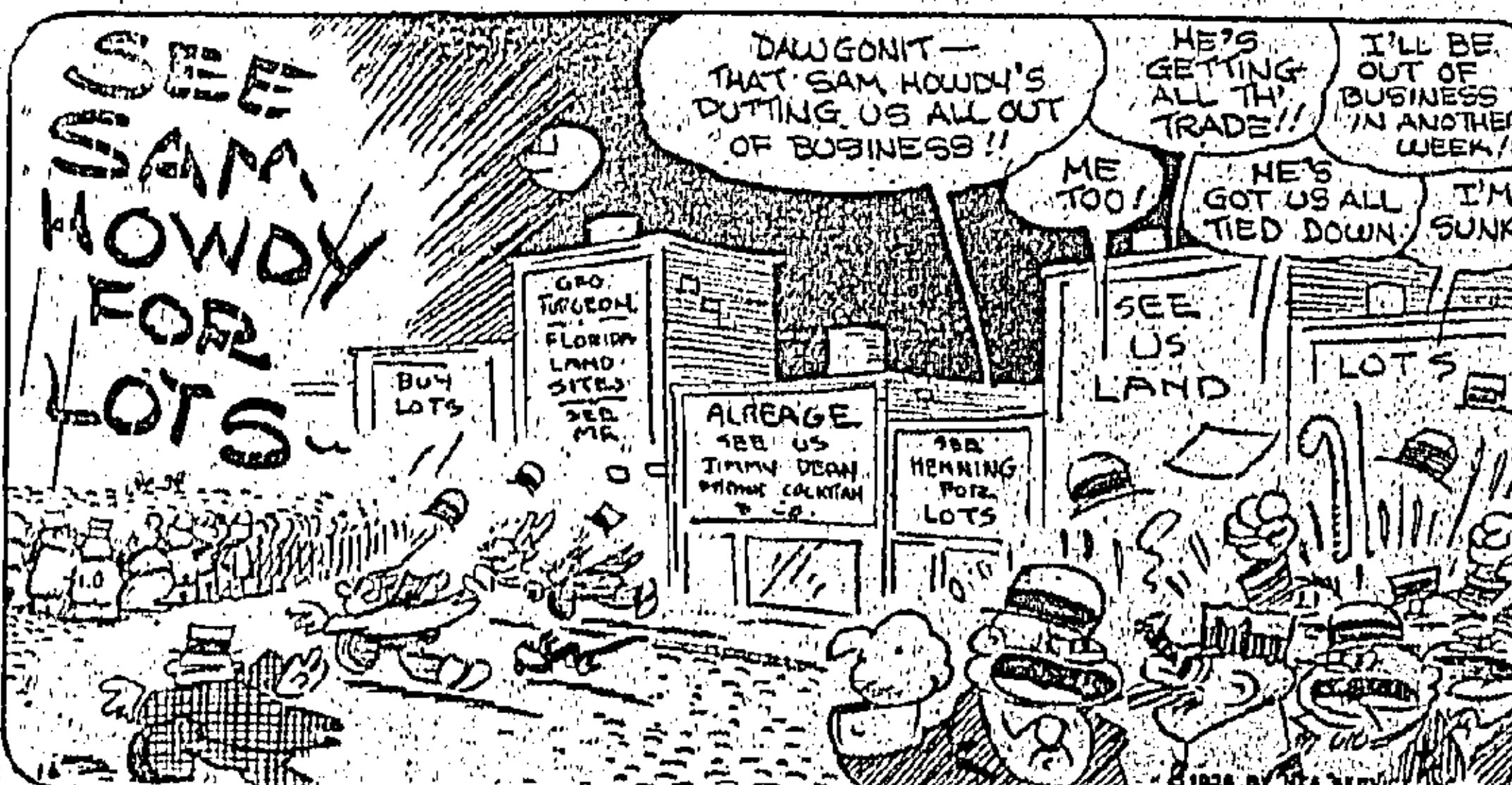
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**Fireworks****By Swan**



The above series of interesting pictures was taken by a representative of the Nestle and Anglo-Swiss Condensed Milk Co., who travelled inland from Amoy. Top picture shows natives displaying much interest in the distribution of coloured handbills; lower left shows a road-side theatrical show in full swing; while lower right is a peaceful pastoral.



Mademoiselle Diana le Maire de Warzee d'Hermalle, daughter of the Belgian Minister to Peking, who was recently married to Monsieur Jean Chauvel, Secretary of the French Legation, at the Peking Catholic Cathedral, Peking.

NEW NECKWEAR



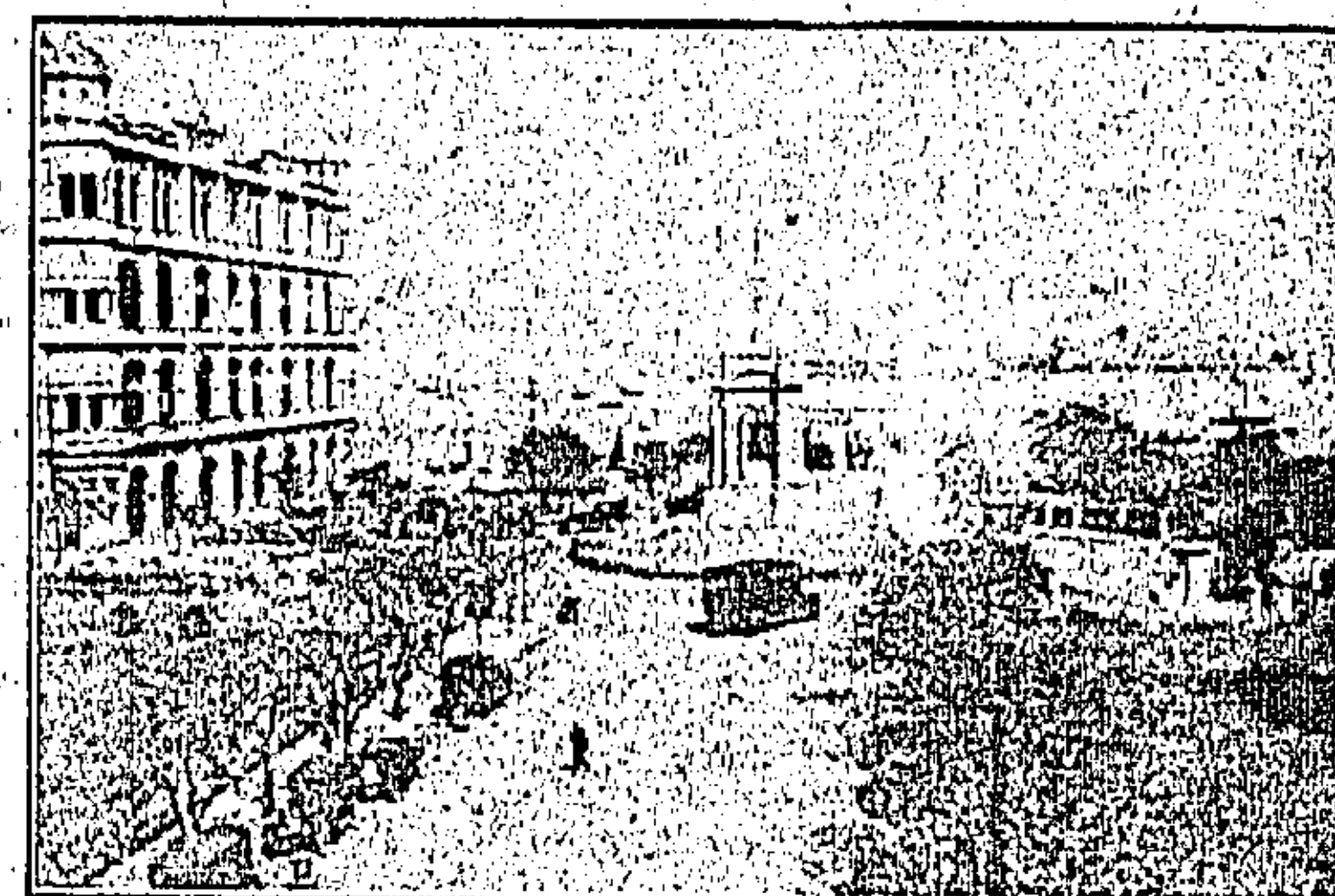
Deliveries of the new designs in Ties have now reached us. These Ties are cut and made specially for us by one of the foremost London manufacturers, and show the most attractive effects.

We shall welcome and appreciate your examination of these new goods.

MACKINTOSH
— & Co., Ltd. —

MEN'S WEAR SPECIALISTS
Alexandra Bldg. Des Voeux Rd.

LATEST VIEWS OF HONGKONG



We have just published an excellent album of views of Hongkong. Price—\$3.00, each.

MEE CHUNG.

Ice House Street, and Beaconsfield Arcade.

JUST RECEIVED

A new shipment of:-
"DE PIERRE'S"
DENTAL GOODS

— AND —

"FORVIL'S"
PERFUMES AND LOTIONS
WHOLESALE AND RETAIL

Sole Agents:

EUROPE-ASIA TRADING CO.
Grocery and Wine Department

Pedder Building, 1st Floor

Phone C. 3438

P. T. FARRELL
Consulting Engineer

— AND —

Manufacturers' Representative,
Agent for: Bolinder's Crude Oil Engines—
Marine, Stationary and Lighting.
King's Building, Top Floor.

Telephone C. 2566. Telegraphic Address "FARSEEING."

WHITEAWAY'S

GENTS' OUTFITTING DEPARTMENT.

The
Very Latest



Wide-end Ties

New
Handkerchief
and
Bow Ties.
The Latest
and

Smartest available
Bows from \$1.50
Ties from \$2.00
Silk Ties
and
Handkerchiefs
to match
\$4.95 set

CALL AND INSPECT

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.



This group photograph was taken on the occasion of the welcome given by the members of St. Joseph's Church, to Bishop Valtorta, the new Vicar-Apostolic of Hongkong. (Photo: A. Fong).



A happy snap of a Chinese farmer's boy.



A family group taken at Buckingham Palace on the occasion of the christening of the first child of the Duke and Duchess of York. In front, left to right, are lady Elphinstone (the Duchess' sister), the Queen, the Duchess with her baby, the Countess of Strathmore (the Duchess' mother) and Princess Mary. At back: The Duke of Connaught, the King, the Duke of York and the Earl of Strathmore.



King Alfonso of Spain, right, was a member of the winning polo team of a tournament staged at Puerto de Hiorro for cups offered by the English Ambassador. At the left is Marquis de Villabragima.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392, 1342, 1397, 1409, 1375, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26

MISCELLANEOUS.

ST. STEPHEN'S BAZAAR opens TO-DAY at the UNIVERSITY 2.30 p.m. to 11 p.m. (July 1st, 2nd, 3rd.) Various attractions and amusements. Refreshments and goods at moderate prices.

SITUATIONS WANTED.

WANTED.—At once position as nursery governess, during summer holidays. Apply Box 26, care of "Hongkong Telegraph."

PREMISES WANTED.

WANTED.—A Sicecar to fit 4 1/2 H.P. Triumph, a light one preferred. Apply Box No. 24, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—A quarter plate Goetz camera, fast lens, nearly new. \$40 or offers. Apply Box No. 25, care of "Hongkong Telegraph."

FOR SALE.—Henderson Combination De Luxe 1925 model in good running order any trial no reasonable offer refused. Apply Box No. 27 care of "Hongkong Telegraph."

FOR RENT OR LEASE.—"Derivation" No 8, Peak Road. Two tennis courts, nine rooms, six bathrooms, own grounds, Harbour views. One house, Glenalee, near St. Paul's. Small Investors Tel. C4630.

PREMISES TO LET.

TO LET.—A FLAT of three large and airy rooms. Apply to H.M.H. Nemaze.

TO LET.—One European FLAT Wanchai Cap Road, Hongkong. Apply to 32, Kennedy Road.

SWANAGE (Dorset) to let, furnished for 6 months or longer from October 1st, small warm house, sheltered position, near sea and schools. Excellent maid by arrangement. Particulars from Box No. 28, care of "Hongkong Telegraph."

VICTORIA HOTEL, QUIET RESIDENTIAL APARTMENTS.—Full board small room \$95. monthly. Medium sized room \$120 inclusive. Large commodious bedsitting-rooms \$130 monthly. 1 minute from Ferry. Next new hotel. Hankow Road, Kowloon. Tel. K357.

FOR—

THIS WEEK'S

BARGAINS IN

MOTOR CARS

AND

MOTOR CYCLES,

SEE SPECIAL

ADVERTISEMENTS

IN THE

MOTOR SUPPLEMENT.

THE SILVER WOLF

Official organ of

THE BOYS SCOUTS ASSOCIATION

HONGKONG.

50 cents

at

BREWER & CO.

Tel. C. 696. 10, Pedder St.

Opp. H.K. Hotel.

OPEN TILL 7.00 p.m.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

With reference to the Notice to the Shareholders of this Company dated 16th March, 1926, whereby the Final Call of \$5 per share on the New Shares was made payable on 2nd July, 1926, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 2nd October, 1926, and that the form of Bankers' Receipt already sent to Shareholders can be used as though the date therein were the 2nd October, 1926.

FOR THE HONGKONG ROPE MANUFACTURING CO. LTD. SHEWAN, TOMES & CO., General Managers. Hongkong, July 1, 1926.

"FOURTH OF JULY."

The American Community will be at home to its friends on Monday, July fifth, at The Hongkong Hotel Roof Garden from 4 to 6.30 p.m.

SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg. to inform all interested in safe deposit, that they have actually in their new building, 5 Queen's Road, safe deposit Boxes at the yearly rate of \$8 for the small size, and \$12 for the large size. Please apply to the Cashier. Hongkong, May 6, 1926.

MESSRS. KOMOR AND KOMOR.

Art and Curio Experts temporarily removed to St. George's Building, Chater Road. 2nd Floor Lift. All are cordially invited to view our fine collection.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong, July 4th, 1926. 5th Sunday, after Trinity. Holy Communion (8 a.m.), Children's Service (10 a.m.), Matins (11 a.m.), Preacher: Rev. G. F. Stopford. Holy Communion (12 noon), Evensong (6 p.m.), Preacher: Rev. H. Copley Moyle.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station: Sunday Service, at 11.15 a.m.; Subject: "God." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

MOTOR CYCLE GYMKHANA

We are offering SPECIAL TERMS and an attractive discount to the purchasers of the following machines between this date and July 9th.

A. J. S. TRIUMPH INDIAN

Alex. Ross & Co. (China) Ltd. Bank of China, Building.

MRS. SEKAI MASSAGE

Tel. No. C. 4433, 2nd Floor 2, Duddell Street, Hongkong.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instruction to sell by Public Auction,

on TUESDAY,

the 6th July, 1926, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture.

Comprising:—

Teak Bookcases, Tapestry Covered Couch and Armchairs, Carpets, Rugs, Ornaments, Desks, Typewriter, Curios, Brass Ware, Pictures, Oil Paintings, etc., etc. Teak Dining Tables and Chairs, Teak Sideboard with Bevelled Mirror, Teak Dinner Wagon, Crockery, Ice Chest, Glass Ware, etc., etc. Bedsteads with Mattresses, Teak Single and Double Wardrobes with and without Mirror, Teak and Marble Top Washstands, Toilet Sets, Chest of Drawers, Enamelled Baths, Shanghai Baths, Chamber Stands, etc., etc.

Also

A Few Pieces of Canton Blackwood Ware.

And

1 Cottage Piano by M. F. Rachals & Co., Hamburg. 1 Indian Motor Cycle and Sidecar. 1 Cinematographic Machine. Catalogues will be issued.

On View from Monday, the 5th July, 1926.

Terms.—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, 30th June, 1926.

THE AUCTIONEERING & BROKING Co., Ltd.

4B, Duddell Street.

FURNITURE AUCTIONS

every TUESDAY & FRIDAY, at 2.30 p.m.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

of the

VALUABLE LEASEHOLD PROPERTY.

Situate at Victoria in the Colony of Hongkong and known as Sections G. & N. Inland Lot No. 690 Together with the Messuages, Erections and Buildings thereon known as,

No. 10, Ying Wa Terrace.

to be sold

on MONDAY,

12th July, 1926, at 3 p.m.

By the Auctioneering & Broking Co., Ltd., Auctioneers.

At their auction rooms 4B, Duddell Street, Hongkong.

For further particulars and conditions of sale apply to.

Messrs. LEE and RUES, Solicitors for the

Mr. L. E. S. HODGE, The Auctioneer.

Hongkong, 18th June 1926.

NOTICE.

Motor Cycle Gymkhana.

Entries will be received at Volunteer Headquarters up till 6 p.m. on Monday, July 5th.

Forms may be had at Volunteer Headquarters, or until 2 p.m. on Monday, at the office of the Hongkong Telegraph.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

HUGHES & HUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

Women air pilots may now carry passengers for profit, and thereby qualify for the B license, which for the last year has been forbidden to them. On his return from the Paris meeting of the International Air Navigation Commission, Air Vice-Marshal Sir Sefton Branker made this announcement to Mrs. Elliott-Lynn, an English pilot, who during the strike piloted her plane with her left hand after she had broken her right wrist. When Sir Sefton was in America it was pointed out that an American woman, Marjorie Stinson, had taught 83 Canadian men how to fly during the war.

POST OFFICE NOTICE.

NOTICE.

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and MACAO. The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES. Full particulars may be obtained on application to the RADIO COUNTER in the MAIN HALL of the G. P. O. and at the RADIO TELEGRAPH OFFICE, 3rd floor, GOVERNMENT BUILDING. Durable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Wireless Service between Hongkong and Canton resumed.

INWARD MAILS.

From	Per	Date
Japan, Shanghai and Europe via Siberia	Atsuta Maru	July 3.
Europe via Negapatam (papers only)		
London 3rd June	Akita Maru	July 4.
Shanghai and Europe via Siberia	Jeypore	July 4.
U.S.A., Honolulu, Japan and S'hai	Pres. Monroe	July 5.
Shanghai	Soochow	July 5.
U.S.A., Canada, Japan and Shanghai	Pres. Grant	July 6.
Saigon	Paul Lecat	July 6.
Japan and Shanghai	Porthos	July 6.
U.S.A., Honolulu, Japan and S'hai	Pres. Taft	July 8.

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.	Pres. Jefferson	Sat., July 3.
	Parcels	noon.
	Registration	2.45 p.m.
	Letters	3.30 p.m.
	(Due Victoria, B.C. 22nd July.)	
Fort Bayard	Jade	Sat., July 3, 5 p.m.
Sandakan	Lok Sun	Sat., July 3, 5 p.m.

From	Per	Date
Straits, Ceylon, India, Mauritius, E. and S. Africa	Alai Maru	Sun., July 4, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., July 4, 9 a.m.
Straits and Calcutta	Kutsang	Mon., July 5, noon.

From	Per	Date
Amoy	Sinking	Tues., July 6, 5 p.m.
Manila	Pres. Monroe	Mon., July 5, 8 p.m.
Amoy and Foochow	Haiching	Tues., July 6, 9 a.m.
Shanghai, Japan and Europe via Siberia (letters and postcards specially superscribed via "Siberia" only)	Paul Lecat	Tues., July 6, noon.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Phemius	Tues., July 6.
	Registration	1.15 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 4th August.)	

From	Per	Date
Saigon, Ceylon, Mauritius, L. Marques, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Porthos	Tues., July 6.
	Registration	1.15 p.m.
	Letters	2 p.m.
	(Due Marseilles 7th August.)	
Amoy	Kweliang	Tues., July 6, 5 p.m.
Haiphong	Mingsang	Wed., July 7, 8.30 a.m.
Manila	Kwongzang	Wed., July 7, 10.30 a.m.
Amoy and Foochow	Pres. Grant	Wed., July 7, 8.30 p.m.
Shanghai	Soochow	Wed., July 7, 8.30 p.m.
Shanghai	Nanning	Thurs., July 8, 2.30 p.m.
Japan	Hosang	Thurs., July 8, 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C.	Emp. of Canada	Fri., July 9.
	Parcels	9 a.m.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Vancouver, B.C. 26th July.)	
Manila	Pres. Taft	Fri., July 9, 1.30 p.m.
Bangkok	Kinkyuan	Fri., July 9, 2.30 p.m.
Shanghai	Chenan	Fri., July 9, 5 p.m.

From	Per	Date
Straits, Ceylon, India, Mauritius, L. Marques, E. and S. Africa, Egypt and Europe via Marseilles	Karmala	Sat., July 10.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 8th August.)	
Weihaiwei	Huichow	Sat., July 10, 2.30 p.m.
Shanghai	Sulyang	Sat., July 10, 5 p.m.
Haiphong	Leezang	Wed., July 14, 10 a.m.
Shanghai	Yatsing	Wed., July 14, 10.30 a.m.
Straits and Calcutta	Laisang	Sat., July 17.
	Parcels	noon.
	Letters	1 p.m.
Sandakan	Hinang	Mon., July 19, 12.30 p.m.
Shanghai	Poshang	Wed., July 21, 10.30 a.m.
Japan	Kumang	Sat., July 24, 5 p.m.

*Correspondence bearing vessel's name only.

COLLEGE BAZAAR.

TENNIS MATCH SPOILT BY RAIN.

The St. Stephen's College bazaar was continued in the grounds of the Hongkong University yesterday afternoon, when the feature of the day was an exhibition tennis match between the Rummah cousins, (this year's doubles champions) and Ng Sze-kwong and Ng Sze-cheung.

The match was unfortunately interrupted by rain, and had to be abandoned when the scores were one set all and two games to one in favour of the Indian pair, the Chinese, however, having won more games.

The warden (The Rev. W. H. Hewitt) announced that Sir Shouson Chow was indisposed and prevented from attending, and that the Hon. Dr. R. H. Kotewall, who was to have opened the proceedings to-day, was by an unhappy coincidence also indisposed and would not be present. Dr. S. W. T'so was then introduced by Rev. Mr. Hewitt.

In officially opening the bazaar, Dr. T'so said that he recalled with pleasure H. E. the Governor's speech of the previous day.

Dr. T'so enlarged upon his Excellency's remarks and said that it was an excellent advice to make St. Stephen's a school similar to the famous public schools at Home, but more adapted to Chinese ideas and Chinese studies.

Mr. Tam presented Dr. T'so with a souvenir and thanked him for his attendance.

It was later announced that Mr. Li Yau-tsun, the chairman of the Chinese Chamber of Commerce, had kindly consented to open the bazaar this afternoon.

The Tennis.

After being 5-3 down in the first set, the Indian players drew level, then took the lead and won the set at 8-6. Ng Sze-kwong was undoubtedly the outstanding player of the match, although during the first few games he was slightly off form. He was severely handicapped by the erratic play of his brother, who in one game served no fewer than three double faults, losing the game without scoring a point.

The Rummahs fell off in the second set, and with Ng Sze-cheung showing some improvement in his play, the Chinese pair ran away with the set, losing only the second game.

They won the first game of the last set, only to lose the next two. Rain then fell, and the match was abandoned.

In the hall, after the match, Mrs. K. L. Chau presented the four players with a small souvenir each. Special hard-court balls supplied by Lane, Crawford's were used for the match.

H. K. FOOTBALL LEAGUE.

ANNUAL GENERAL MEETING LAST EVENING.

The annual general meeting of the Hongkong Football League was held at Volunteer Headquarters last evening, for the purpose of passing the balance sheet and accounts and certain alterations to the rules.

Mr. G. May presided, and there was a full attendance of officers and representatives of the various teams in the League.

The minutes of the last general meeting were read, and adopted. Mr. May, in presenting the balance sheet and annual report, commented on the waning enthusiasm shown towards the end of the season, and the loss which was incurred thereby, approximately \$800. Purchase of medals and referees' fees absorbed rather more than was anticipated, and this, together with the fact that no exhibition game was played between the League winners and runners-up, and a consequent deficit in gate receipts, tended towards a further adverse balance.

The balance sheet and accounts were adopted.

Rules.

The proposed alterations of rules were then proceeded with, and after discussion dealing with minor points in the wording these were adopted.

The election of officers resulted as follows: President, G. F. May; Vice-President, H. M. McTavish; Chairman, R. Hall; Secretary, Sgt. Major Godwin, R.A.; Treasurer, Ip Kau; and Managing Committee, F. Wheeler, representatives of Command Football Committee and Naval Football Committee, E. D. Sousa and Wong Ka-tsun.

LEARNING GOLF.

HELPFUL HINTS BY FAMOUS PLAYERS.

HOW TO START.

Jim Barnes, who contributes the following article, is in a small measure opposed to Walter Hagen when he says "that the best club to start with is the mashie. Hagen advocates serious practice with the putter until accuracy is secured and then a gradual working back to the tee, the driver being the last club which the new player is taught."

Jim Barnes suggests that the best club to begin with is the mashie.

PRACTICE FIRST WITH MASHIE.

By Jim Barnes.

The best results will be obtained by the beginner if he will start with a mashie, playing short clip shots first, and maybe doing a little practice with the putter. Lessons along this line ought to be kept up two or three times a week for at least two months.

My belief is that in this way the player acquires a better sense of distance and hence better control. Also he is more likely to acquire a smooth swing than he would if he starts trying to play full shots from the first. I have noticed that players who begin by trying to play full shots may acquire some skill in hitting the ball with wooden clubs, but they are almost invariably bad when it comes to anything like control, and this applies both as to distance and direction. There is another angle. In spite of the important part the short game plays, the average golfer takes a much keener pride in his long game, and if he neglects the shorter shots in starting, will find it harder and harder to concentrate on the shorter shots. The ball may often run up to the hole very prettily—and stop outside.

FORCE OF HABIT.

The reason for a fault re-appearing after a lesson is that while you are taking the lesson you are concentrating on the proper method for correcting your fault, but when you start out to play a match, you lose sight of these special instructions. In other words, you will get little benefit from lessons unless you take the time to practice with them until you get fully accustomed to the new way of playing the stroke.

So far as the act of swinging the club is concerned, you cannot hope to play consistently well until this becomes practically force of habit.

In other words, if you have to stop to think of doing several details while making the stroke, you may be sure that the result will be failure.

Work of this kind must have been attended to beforehand, so that when you start the club-head back, all you need to do so is to think of hitting the ball. Spend time after the next lesson in practicing, not playing.

GETTING DISTANCE.

The secret of getting distance lies in proper timing of the stroke; that is, to have the club-head travelling at its highest speed just as it comes into the ball. This speed is acquired by a gradual acceleration on the downswing, added by a forward snap of the wrists in the path the hands are travelling; just before the club-head meets the ball.

REPULSE BAY HOTEL CARNIVAL SATURDAY, 3rd July, 1926. DINNER \$4.00 PER HEAD.

(FANCY OR EVENING DRESS OPTIONAL)
SPECIAL BUS TO THE PEAK HOTEL 12.15 a.m.
LATE BUS TO THE HONGKONG HOTEL 12.30 a.m.
Tables may now be booked.

The Hongkong & Shanghai Hotels, Ltd.

FREE 10-day test . . . Mail the coupon

MAE MURRAY,

Matron Star, says:
In the silent drama, where the whole appeal is to the eye, pretty teeth are tremendously important, and formerly a great problem. Today Pepsodent is regarded at least as important as any other part of "make-up." How amazingly it acts one never knows till using it after ordinary, old-fashioned methods.

Matron Star

Those \$100,000 a year smiles in the movies

How motion pictures' famous stars gain the gleaming, pearly teeth that make smiles worth fortunes—how you can clear your own teeth in the same way. A simple test that reveals the most amazing of tooth methods—a new method urged by leading dental authorities of the world.

SMILES in the cinema world sell for thousands—that is, some smiles. Gleaming teeth are essential. Otherwise a smile can have no value. So these people follow the method here explained not only for the satisfaction and beauty they gain, but as a matter of cold business.

Now a test of this method is offered you—simply use the coupon.

The amazing effect of combining the film which forms on teeth. Dull teeth, dingy, discolored. Now they are made whiter, more appealing.

Run your tongue across your teeth and you will feel a film. A film no ordinary dentifrice will successfully remove, yet which absorbs discolorations and clouds and dulls your teeth.

Remove it and your teeth take on a new beauty—a gleaming clearness that seems almost incredible. You may have gloriously clear teeth without retreating to the dentist. Thousands of people do.

New methods remove it.

Modern dental science recently discovered ways to remove and combat that film. For besides impair-

ing beauty, it invites most tooth troubles and decay. It clings to teeth, gets into crevices and stays. It holds food substance which ferments and causes acid. And in contact with teeth, this acid causes decay. Gummy by the millions breed in it. They, with tartar, are the chief cause of pyorrhea.

You must remove it at least three times daily and constantly combat it. For it is ever forming, ever present.

Now in a new type tooth paste, called Pepsodent, this enemy to tooth health and beauty is successfully fought. And that is the famous tooth "make-up" method of the greatest stars of screen and stage—the dental urge of world's leading dentists. Its action is to curdle the film, then harmlessly to remove it. No soap or chalk, no harsh grit so dangerous to enamel.

Results are quick. Send the coupon for a 10-day tube free. Find out what is beneath the dingy film that clouds your teeth. Note their whiteness, their gleaming clarity. You will note a great difference. Your friends will mark it.

Based on modern research. Advised by leading dentists of the world over. You will see and feel immediate results.

Pepsodent
The New-Day Dentifrice

10-Day Tube Free

THE PEPSODENT COMPANY,
Dep't. CH-18, 1104 So. Wabash Ave., Chicago, U. S. A.
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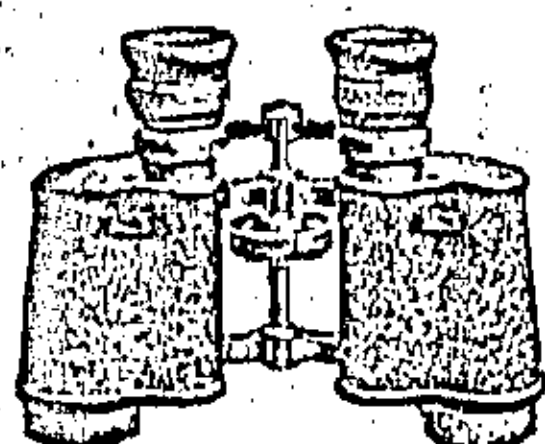
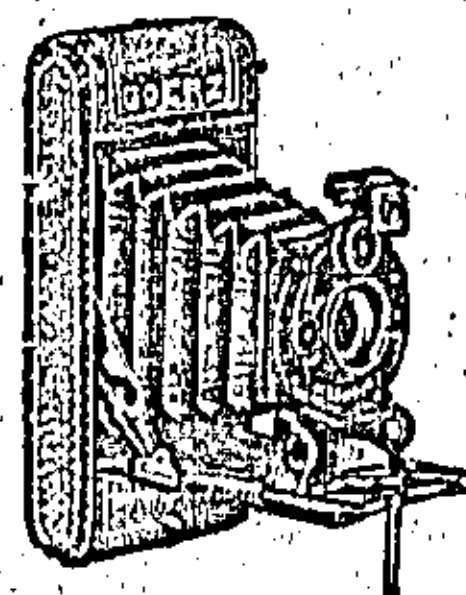
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Give full address. Write plainly. Only one tube to a family.

COME AND INSPECT

The best cameras and binoculars in the WORLD.

GOERZ GOERZ



Specialists For Tourists' Developing
and Printing.

HALL, LAW & Co., Ltd.

PHONE 3217

30-32, DES VORUX ROAD, C.

USES OF BAMBOO.

UTILITY IN SALT INDUSTRY.

Dr. Wallace Crawford, in the April, 1926, issue of the *China Journal of Science and Arts* goes very fully into the intimate connection of bamboo with the salt industry in Szechwan. His record is so pertinent to this study, and so detailed, that it is interesting to make an extensive quotation.

"Possibly there is no more indispensable article or material in China than bamboo. One missionary who had a knack for such work made a list of the uses to which bamboo could be put. The list was not finished with four hundred and forty separate uses. If it were uprooted from the soil of China, it would be worse than losing a right hand, and there are those who venture to say that the sons of Han could not get along without it. Indeed, so many and varied are its uses around a salt well, that one wonders what would happen if it were suddenly cut off from use. It is the first thing used, for does not the geomancer use bamboo tickets from which to choose what he is trying to decide the location of the new well? And does not the mechanic use a bamboo rule when he first begins to measure the land upon which the well is to be dug? And bamboo makes the stem for the joss sticks which are burned by the priest as he performs his rites when the digging of the well is begun.

"As the well is dug and the derrick is raised, bamboo ropes are used to haul up the logs for the derrick frame; bamboo ropes are used to splice the logs together; wedged tighter by the bamboo wedges. The drum over which the cable is run into the well is bound with bamboo.

"The edging for the wheel which carries the cable into the well is bamboo, while the band that is first put into the well to carry the drill is of bamboo, as is the cable which is later used to carry the brine pipe.

The conveyor of the brine from the well is a bamboo pipe, fastened to the bamboo cable by hemp. The cable which brings up the brine is twisted bamboo, its manufacture, an industry by itself, carried on some two days' journey from here. The cables are carried in by men. The break which is used on the windlass which winds the cable is of split bamboo, and it runs on strips of bamboo which are lashed by bamboo rope to the wooden windlass. The water buffalo is harnessed with bamboo to the windlass to draw the cable out of the well, while the driver "persuades" the awkward beast with a bamboo whip. The rope with which he is tied by the nose is of smaller bamboo, and his stable is divided into stalls made of old bamboo cable. The sides of the buffalo barn are made of old bamboo-rope twisted about the upright posts. The well coolie wends his way home by the light of an old bamboo cable taper.

"The brine runs to the boiling pans through bamboo pipes. The brine pipes are supported by bamboo pieces split finely so that they may be wrapped around the brine pipes, thus preventing their splitting in the hot sun. Old bamboo cable lashes them to the trestle work when they have to be suspended. Bamboo hoops support the great brine vats as they hold the brine preparatory to its being run into the boiling pans. Split bamboo, supported by old bamboo cable, serves to run the brine from the vats to the pans.

"Bamboo matting is made to separate the boiling rooms, while bamboo baskets make splendid beds for the attendants on the boiling pans. Woven bamboo makes skimmers for the refuse on the top of the boiling pans, and the finished product is carried in bamboo baskets of the salt, often boiled with bamboo fire wood.

"The coolie carries his load of salt to market with a bamboo carrying pole, and his tally is recorded with a bamboo stick. His sun hat is made of bamboo, finely woven, to keep out the rain, while the mat upon which the pedlar spreads his wares is of bamboo.

"The perquisite of the labourers about the well is the bamboo when it is impossible to use it further in the industry, and this they either sell or take home to help them repair the home or boil rice.

"The expert boiler, watching the pans, blissfully smokes a bamboo pipe, while his wife not so far away, sews shoes, the soles of which are made of bamboo leaves, the darkness brightened by the light of a vegetable oil lamp made of bamboo. He dips the brine from one pan to another

SINGAPORE AUTOMOBILE CLUB.

THE ANNUAL REPORT.

The accounts for the year ended 31st of March, 1926, show the surplus for the year amounts to \$683.68 compared with \$785.27 the previous year. This may be considered satisfactory when taking into consideration the fact that the whole of the cost of the new caution signs, and sign posts (\$1,916.16) has been written off to Income and Expenditure Account during the year. Investments are slightly lower owing to realisation of War Loan to assist in purchasing an additional car for the use of club members. The balance at the credit of Income and Expenditure Account is \$8,903.29.

There were 528 members on the Register on the 7th of June last compared with 417 on the 15th of May, 1925. During the year 113 badges were issued to members including special badges for motor cyclists. The old "Dodge" Car was on hire to members for 167 days throughout the year, and the new "Special Dodge" purchased in September, 1925, was engaged for 108 days, which would point to the fact that these cars are a real boon to members, and it is hoped that they will be as well supported in the future as they have been in the past. The old car is being thoroughly overhauled and repaired and when finished should prove useful for a further period of service.

Only 21 drivers have been examined for the Club's Driving Certificate, during the year, and until members begin to realise the importance of sending their drivers to be examined, this good work will continue but slowly. The examinations are not confined to members' drivers but are open to all who care to present themselves.

Examination of Drivers of Cars for Hire and Motor Buses.—It is understood that much greater care is now being taken in granting licences to these drivers, and it is felt generally that an improvement has been made in this important matter.

Although but little progress can be recorded regarding parking grounds in town, the authorities are continually being reminded of their duty to the public in providing necessary space for parking grounds, and it is gratifying to note that the Straits Settlements Association have taken the matter up very strongly.

During the year 19 introductions to the Royal Automobile Club and a similar number to the Automobile Association of London were issued to members, and there is reason to believe that they proved of considerable value to Members.

The island of Singapore is now divided into sections for the purpose of dealing with sign posts and warning signs, and certain members have volunteered to control these sections and to report periodically to the Club. Much useful work can be done in this manner, and your Committee take this opportunity of thanking those gentlemen who have so kindly offered their services.

Reliability trials for motor cycles are entirely a new departure in so far as this Club is concerned, and were instituted with a view to arousing the interest and enthusiasm of motor cyclists generally in the activities of the Club. The first trial was held on the 9th of August, 1925, and the second on the 28th of February, 1926, and both were unqualified success.

A Committee appointed by Government has been dealing with the matter of motor traffic control and the result of its deliberations is awaited with interest.

An affiliation agreement has been entered into with the Java Motor Club of Semarang and should be of great assistance to members when visiting Java for motoring purposes.

With the aid of a bamboo dipper and strains the refuse through a bamboo sieve.

"Bamboo guy ropes hold the mighty derrick secure when the great gales blow, and the wheel at the dizzy height at the top of the derrick is trussed with bamboo.

"The subject of the uses of bamboo is not exhausted, as there are many others to which it is daily put. But the reader will readily see that if bamboo were taken from the market here, in Tzeihsing, it would paralyze the salt industry."

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"MOULD" THEORY.

THE ORIGIN OF ALL DISEASE.

A Paris correspondent of the *Manchester Guardian* writes:

A new and revolutionary theory of bacillar disease has been put forward before the French Academy of Science in a paper by Professor Tissot. Indeed it is rather a theory of organic life itself, animal and vegetable, too difficult and complex to transmit in a brief telegram, but which is summed up in the expression: "Everything that lives is simply an organized mould," that is to say, a mould as we meet it in uncovered decaying organic matter, the cryptogamic material which, according to Professor Tissot, is the very basis of life. Thus an animal is, biologically considered, simply the evolved organized product of an original cryptogamic mould. Its conjunctive tissue, muscles brain, and nerves are constituted by filaments of that mould; when a piece of the tissue of the liver, lung, or muscle, for example, is cultivated in a test tube it moulds; the mould that thus appears is the ancestral mould, the original mould from which the whole animal has in the course of ages developed, the original mould which from the time of the origin of living beings on the earth has organized itself progressively until it has come to constitute men or animals or vegetables.

Mould Theory.

The theory of "We are but mould" is a grandiose one, but this extract will give us a sufficient idea of it.

Studying bacterial cultures, Professor Tissot found that they could easily be transformed or developed into the form of moulds. He thus transformed cultures of Typhoid Fever, of Cholera, Diphtheria, Plague, Tuberculosis, Malta Fever, and Tetanus. He also isolated, developed, and photographed the "ancestral" vegetable. Comparison brought a tremendous discovery—that of certain identities. Thus the typhoid fever mould is identical with the maize mould, that of Malta fever with that of orange, that of diphtheria with that of barley, and of cholera with that of certain mushrooms.

Professor Tissot at once realised that he was on the track of the origin of disease; it clearly lay in the mould basis of organised life. Proceeding, he found that the virus of Chickenpox, is the organic mould of the lettuce, that of Scarlatina and certain other diseases that of carrots, that of smallpox that of potato and so on; malaria he traced not to a blood parasite but to a mould, which is that of rice, and so with other disease such as syphilis, supposed to be of solely parasitic origin.

Naturally he turned to cancer. This he found to be "an abnormal vegetation of the mould that constitutes the human organism." Cultivating healthy human tissues, he succeeded in changing their form and transforming them into cancerous cultures—"into the most dangerous form of cancer—namely, Sarcoma"—and in multiplying these cultures. As for tuberculosis, he has demonstrated that the mould of the tubercle bacillus is identical with the human ancestral mould, that which constitutes the human organism.

This later discovery, he regards as of capital importance. It shows that the development of tuberculosis is spontaneous within the human creature. Of course, once developed it is capable of being transmitted by infection. "Nevertheless the chief thing to avoid is not so much contagion of tuberculosis as to prevent its spontaneous development."

Interesting Results.

Thus, in short, by the systematic application of this ancestral mould hypothesis the following results have been attained:

(1) The virus of cancer and the nature of that disease are now known.

(2) The exact nature of tuberculosis has been demonstrated: the Koch bacillus originates in man himself and is formed of his own living matter.

(3) The virus of all infectious disease are now known: they are moulds which transform themselves into bacterial cultures.

(4) The virus hitherto unknown, of numerous diseases, such as smallpox, rabies syphilis, and cancer have been discovered.

In an interview Professor Tissot speaks of the practical side of his discoveries. It is true, he says, that the source of many diseases is to be found in our daily

food, but that cannot be helped. Living creatures are doomed to live on each other. Nature has arranged that we can ingest the moulds of other creatures without danger; yet nature has not foreseen everything; she has not provided, for example for the contingency, that many civilised people forget to cleanse the teeth and mouth, or that peasants handling milk and vegetables do not clean their hands. As a consequence of both these neglects, moulds capable of engendering cultures fatal to health may be introduced into the organism. The mould theory, in short, reinforces the doctrine of prophylaxis and strict hygiene.

Another consequence of the theory is that disease is never really cured. A person said to have recovered from typhus, not to mention syphilis, retains in one or other of his organs the germs of the disease ten or more years afterwards. Hence the absolute necessity for a doctor to inquire of each new patient the fullest details of his previous medical history. As for cancer, Professor Tissot sees no other remedy as yet but the swift use of the surgical knife.

Prince George has consented to become patron of the Society for Nautical Research. Correspondence read at the recent annual meeting showed that when the King was approached originally in reference to the matter he decided that Prince George was too young for a position occupied by distinguished naval officers in the past. The application was renewed recently, and the King consented. Prince George, writing from Singapore on March 30, said he accepted the position with much pleasure, and was glad to have some association with a society whose work he had greatly admired.

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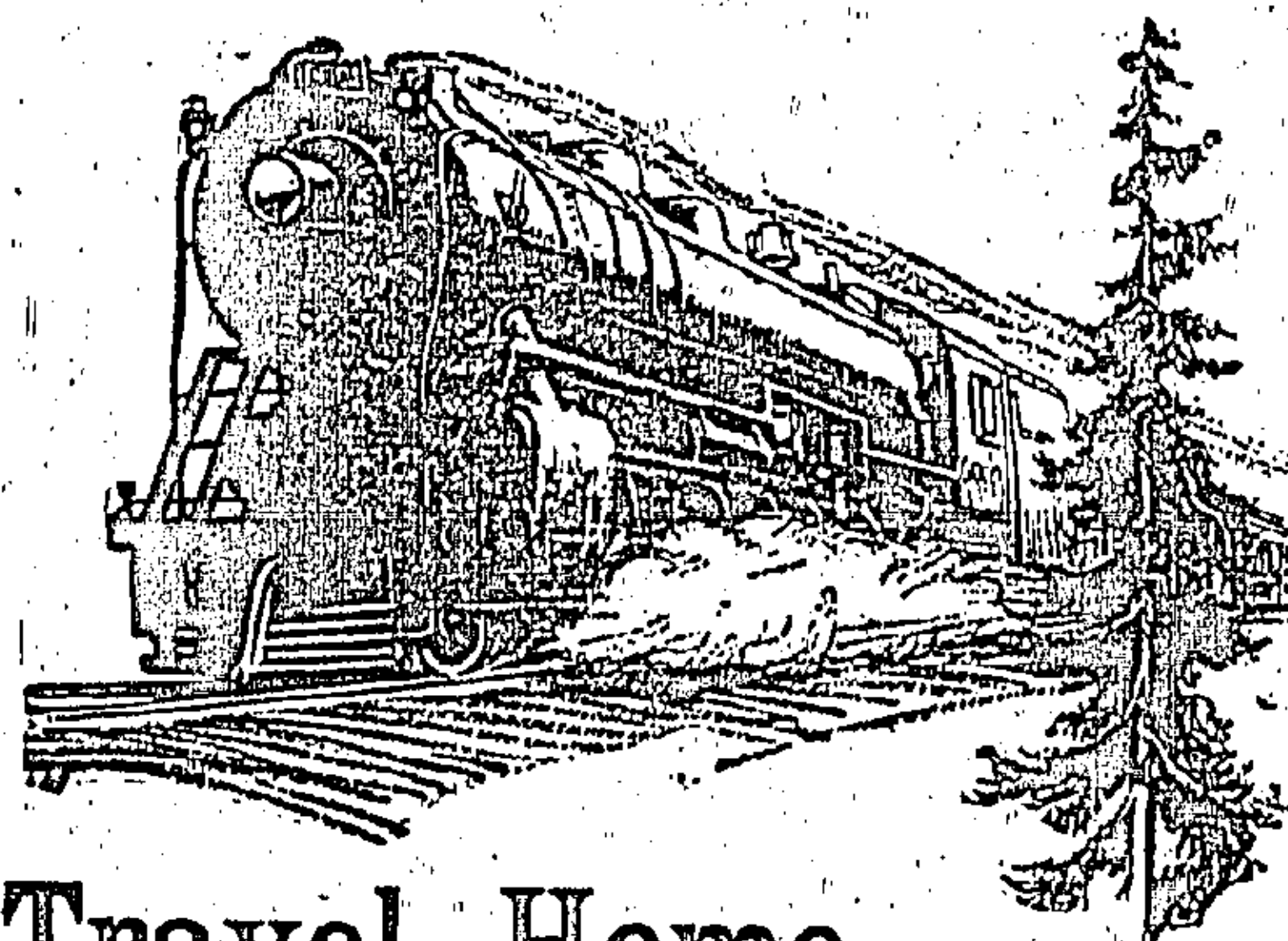
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(Extract from Leading Article in S.C.M. Post.)

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CLOSING TIME.

CHINESE RESTAURANT PROPRIETOR FINED.

That a restaurant was "closed" if it refused admittance to any customers, and merely allowed guests to go out after 2 a.m., was the contention submitted by Mr. M. K. Lo, who appeared before Mr. J. H. B. Nicholl at the Kowloon Magistracy yesterday to defend the proprietor of two restaurants in Yau-mat, on charges of failing to close his eating houses at 2 a.m. as specified in the licenses.

Evidence was given by Sergeant Kelly to the effect that on June 6, he saw the Tai Kun with its doors open at 2.45 a.m. The street light had not been extinguished. There were a number of customers issuing from the premises at the time.

In answer to Mr. Lo, witness admitted that he had been to this restaurant previously in response to a telephone message asking for a European to be sent round to eject a party of Europeans, who had refused to vacate the premises. On arrival witness discovered that the party had already left.

The defendant in evidence said that the daily procedure of extinguishing the lights on the upper floors at 11 o'clock and the street lights at 1 a.m. had been carried out as usual on the night of the sergeant's visit, and the doors had been closed at 2 a.m. There was, however, a party of guests still on the premises when the sergeant called; but they had already paid their bill and were just leaving when Sergeant Kelly approached. Although this party had not left the restaurant till after 2 a.m. no admittance was given to anybody and no sale had taken place after that hour.

A Police Party.

In reply to Mr. Lo witness said that he was of the opinion that the party of Europeans referred to included one or two Police officers in plain clothes. He arrived at that conclusion because his folks had seen revolvers bulging out under their coats.

Mr. Lo pointed out to the Bench that he was making no reflection on the Police or casting any aspersion. That was a departmental matter, but he thought it would be relevant to his case.

The case being one which depended upon the wording of the Ordinance, Mr. Lo said that he would not call any further evidence but would make a few observations to the Bench.

He argued that it was impossible to abide by the section unless the management took drastic steps and ejected all their customers who remained after the legal time.

Mr. Lo commented at length on the technical point as to whether the restaurant was "closed" or not. The Ordinance said that "All Chinese restaurants shall be closed between the hours of 2 a.m. and 8 a.m." Everything depended on the construction of that section.

Mr. Lo's contention was that by "closed" the Ordinance meant that the restaurant should not carry on business, and it did not apply in the present case where no customers were given admittance after 2 a.m. but where a party were only leaving after that hour.

His Worship said that his view was that the door should have been shut and only opened slightly to permit the party to leave.

After further argument his Worship convicted the defendant on both charges on the grounds that the time limit had been exceeded much beyond 2 a.m. and found that that amounted to the restaurant being "open." Fines of \$15 on each charge were imposed.

PEACE PARLEY.

OFFICIAL BOYCOTT CORRESPONDENCE.

The Canton Foreign Office has issued the following communique dated July 1:

In continuation of the correspondence relating to the Strike and Boycott negotiations, Mr. J. Fitzgerald Brennan, H.B.M. Acting Consul-General, addressed the following letter to Mr. Eugene Chen, Acting Minister for Foreign Affairs, under date of June 25th:

"Sir,—In reply to your letter of June 21st, I have the honour to inform you that the British Delegation, which has been appointed to negotiate a settlement of the anti-British trouble arising in this province, will primarily represent the Hongkong Government, but that I have been made a member of the Delegation so that the negotiations may include the anti-British boycott throughout the province, together with any other cognate question which the Canton Government may wish to raise.

"The Hongkong delegates will be sent with plenipotentiary powers as regards matters relating to the Colony, and I, in addition to my ordinary authority as acting Consul-General, have been given by His Majesty's Government reasonable discretion in consultation with the Hongkong delegates to negotiate an agreement.

"Your reservation that any settlement reached by the delegates shall be subject to the usual ratification by the respective Governments is noted, and is accepted by the British authorities concerned.

"I trust that the above information will clear up the doubts expressed in your letter, and I may add that it is the sincere desire of His Majesty's Government and the Hongkong Government to reach a settlement with the Canton authorities that shall be mutually satisfactory.

"I have submitted the terms of this reply to the Governor of Hongkong, who authorizes me to state that it is sent to you at his request and with his full concurrence. I shall be glad therefore if you will let me know when the negotiations can begin.—I have the honour to be, Sir, Your obedient servant, J. F. Brennan, Acting Consul-General."

On June 29th Mr. Eugene Chen communicated the following reply to the Acting British Consul-General:

"Sir,—I have the honour to acknowledge the receipt of your letter dated June 25th, in reply to my note requesting information as to the precise character, and the powers of your delegation.

"I understand your letter to mean that your delegates as a whole will represent both His Britannic Majesty's Government and the Government of Hongkong and will be competent to discuss and deal with all questions to arise in the course of the negotiations whose determination shall be necessary for a mutually satisfactory settlement of the anti-British troubles as expressed in the Canton-Hongkong strike and the anti-British boycott in the province.

"In confirming my verbal statement to you that my Government has appointed Mr. T. V. Soong, Mr. K. P. Chen and myself as its delegates with full powers, I have to inform you that arrangements are being made for the negotiations to begin on July 15th at the Foreign Office here.—I am, etc., etc., Chen Yu-jen, Acting Minister for Foreign Affairs."

MINING HOURS.

DEBATE ON ADDRESS TO THE KING.

London, July 2.
In the House of Commons, Sir Wm. Joyson-Hicks moved that an address be presented to his Majesty the King, thanking him for his gracious message on continuing the state of emergency. Sir Wm. Joyson-Hicks emphasised that the motion was the survival of an immense form of courtesy. The Government, not his Majesty, was responsible for the emergency regulations. He hoped the Labourites would allow the motion to be passed without any remark reflecting on the Crown.

Mr. J. R. Clynes moved an amendment, "regretting the policy of the Government, which was an impediment to maintaining and restoring peace in the coal industry, consequently a menace to public order"—*Reuter*.

THE NORTH AND CANTON.

REPORTED EXPEDITION AGAINST SOUTH.

Peking, July 2.
It is reported that Admiral Tsiang-tung has resigned from the Shuiwuchu and Chinese Tariff Conference delegation.

Chinese reports state that Wu Pei-fu has instructed Lin Hu (whom Wu Pei-fu appointed Tschun of Kwangtung prior to the Chihli-Fengtien war in 1924) to organise an expedition against Canton.

Lin Hu at present is in Hankow. His troops, who form the nucleus of the proposed expedition, are still at Hsiaohsien, in Kiangsi.—*Reuter*.

ONE of the best places to spend a jolly evening next Saturday, July 3rd, will be the Kowloon Cricket Club.

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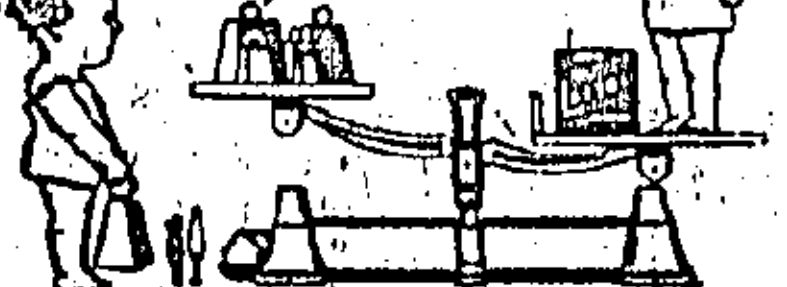
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ANNOUNCEMENT.

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friends for kind sympathy shown
and floral tributes sent in her
recent bereavement.

The Telegraph

SATURDAY, JULY 3, 1926.

OUR GOALS.

One of the votes which came before the Finance Committee of the Legislative Council yesterday was for a sum of just over \$2,500 to pay for the supply of extra staff to the Prison Department, and in the explanatory remarks accompanying the vote it was stated that "owing to congestion in the goals it became necessary early in 1925 to open three new halls at Laichikok." All of which serves to remind us that the goal accommodation of this Colony is in great and urgent need of improvement. It was way back in the time of the late Sir Henry May that we remember him denouncing the accommodation of Victoria Goal, and it has been axiomatic for years now that the Goal is far too old and out-of-date to go on serving the needs of the Colony. Several years ago, in order to improve matters temporarily, the old Chinese labour embarkation camp at Laichikok was utilised as an overflow goal, and we are now told that three new halls at Laichikok have been opened of late. In 1922, a big scheme was inaugurated to provide an entirely new goal, ample and modern, at Ngau Shi Wan, on the other side of Kowloon City. The details of the scheme were announced and it was stated in the Legislative Council that the new goal would be one worthy of the Colony and much more humanising in its influence than the dark, grim Victoria Goal ever could be. There was much levelling and site preparation done, and even the piling for the foundations was completed. Just how much money has, up to the moment, been spent on Ngau Shi Wan we have no complete data, but it is safe to say that many thousands of dollars of public money have been disbursed. When the strike

and boycott broke out a year ago, the Government did a little panicking and shut down with a snap of many big public works, then in hand. One of these was the Ngau Shi Wan scheme. The foundation contract was cancelled entailing a fairly considerable loss of money in addition to the virtual abandonment of a scheme for which there were many arguments of urgency.

We would now like to ask when the Government is going to recommence the very excellent work to which it formerly set its hand? We note that the original estimate of the cost of the scheme was \$3,700,000, but that later it grew to \$6,122,000 consequent on a much more ambitious and comprehensive project, plus a certain increase in the estimated building costs. The Colony's revenue is back to pre-strike level, and so there is no plea of money tightness to justify the present tardiness. And, as we have said above, there is no more urgent or desirable project in the Government's list of current wants than the provision of a better goal. The Laichikok scheme was never intended to be anything but a temporary make-shift and expedient, and yet it is in danger of being regarded as part of the permanent goal accommodation of the Colony. We have heard it suggested (we do not know with what measure of substance) that the Ngau Shi Wan scheme has been thrown over and that if and when the Government decides to proceed with the provision of more goal accommodation it will choose another site—possibly on the island. Our only comment—and it is an obvious one—is that it is a little late in the day to go elsewhere when so much time and money has been expended. We think the Ngau Shi Wan scheme, as regards site and other consideration, is well worthy of being continued, and we hope that the Government will before very long bestir itself in the matter and start work afresh.

Peace Hopes.

It is obvious from the terms of the communiqué issued yesterday by the Hongkong Government that considerable progress has been made in the steps being taken to bring about a settlement of the boycott question. The nature of the local Government's reply to the recent communication from the Canton Government is now disclosed and the latter's reply thereto shows that arrangements have been made between the British Consul and Mr. Eugene Chen, in accordance with which "it is hoped that negotiations with regard to the boycott will be commenced in Canton on the 15th June." All manner of rumours are in the air with regard to the possible terms of the settlement, but it will be well to pay little heed to these at the moment. The main thing is that the two Governments have apparently agreed to discuss the whole issue—and that, as we say, is a distinct step forward. In the past it has been found impossible to get beyond the stage of unofficial conversations, but now that the delegates of the two Governments are to meet, we may reasonably look forward to more rapid progress towards an eventual settlement. We have not the slightest doubt, but that the people both of Hongkong and Canton wish an end put to the present artificial restraints on legitimate trade. That being so, no better task could engage the attention of the Governments of the two places than to endeavour to secure respect for public opinion in this regard. It is high time Hongkong and Canton came to a better understanding one with the other, in the mutual interests of both ports, and we know we are echoing public sentiment here when we say that the Hongkong delegates will leave for Canton carrying with them the wishes of the whole community that the negotiations will be the prelude to a better and closer relationship between this Colony and the great trade and Government centre which Canton is.

DAY BY DAY.

HUMILITY IS THE LIGHT OF UNDERSTANDING.—Bunyan.

Tenders are being invited for the installation of two self-recording tide gauges at Kennedy Town and Shaikwan.

At the last public meeting, held on Thursday, of the Hongkong Lodge, The Theosophical Society, Mr. H. F. Lanepart delivered an address on "Brotherhood."

His Excellency the Governor has accepted the resignation by Second Lieutenant M. P. Concannon, M.C., of his Commission, in the Hongkong Volunteer Defence Corps.

It is notified that Mr. F. C. Goodman having resigned, His Excellency the Governor has seen fit to determine his appointment as Forest Officer.

We regret to hear that the Hon. Mr. R. H. Kotewall has been indisposed for the last few days. He hopes, however, to return to business on Monday.

There has been added to the list of medical practitioners the name of Dr. John Howard Montgomery, of the Matilda Hospital, Hongkong, Bachelor of Medicine and Bachelor of Surgery of the University of Edinburgh.

To-morrow, besides being the anniversary of the Declaration of American Independence, in 1776, is the Birthday of President Coolidge and also the anniversary of the deaths of President Adams and President Jefferson.

The rainfall for the month of June, according to the Botanic Gardens pluviometer, was 7.68 inches. There were 20 rainy days, the heaviest rainfall being on the 24th, when 1.64 inches fell. The lightest fall was on the 10th with two tenths of an inch.

The following vessels are expected to be in wireless communication with Hongkong, to-day:—
Rakuyo Maru, Taikowany, Ginseng Maru, Malay Maru, Shinyo Maru, Van Cloon, Kohso Maru, Akita Maru, Hermelin, Seang Bee, Tjikembang, Kine Maru, Nishu Maru, Tjikini, President Taif, Hong Hwa, Yeloku Maru, Harusan Maru, Altai Maru, Atsuta Maru, President Monroe, West Niger and Mausang.

Two veterans of the Civil War, both of whom wore the Blue, will represent the Grand Army of the Republic in the Fourth of July parade in Manila on Monday morning. One of them is Ebenezer Cook, better known to Manila as "Old Foggy" and the other, William Thomas. These two men will be seen side by side Monday morning in celebration of a day memorializing the 150th anniversary of the American republic.

The estimated budget for 1927 of the Philippines Bureau of Education, which has been submitted to the secretaries of public instruction and of finance by Dr. Luther B. Bewley, Director of Education, calls for an appropriation of Pesos 15,139,464.30. For this year Pesos 14,953,847 was authorized by the legislature. Dr. Bewley feels that the additional Pesos 185,617.30 is necessary "in order that the high standard of instruction may be maintained."

A decree absolute has been given by His Honour Judge Peter Grain, in H. M. Supreme Court at Shanghai in regard to the divorce action between Bertha Manners and Mr. Charles Manners Manners. His Lordship said that an application for a decree nisi was made before Mr. King, sitting as Judge, on December 15 last, and Mr. King, after hearing the evidence, granted the decree. There had not been, continued his Lordship, any intervention on the part of the King's Proctor or the Crown Advocate, and, therefore, he (the Judge) would now make the decree obtained on December 15, 1925, absolute.

Motor cyclists have made a gratifying response to the invitation to take part in the Gymkhana which is to be held on Saturday next by the Mounted Infantry and Armoured Car Sections of the Volunteer Corps. Apart from members of the Corps, many civilians have entered for the open events, and a most successful afternoon is assured. Entries will definitely close at 6 p.m. on Monday next at Volunteer Headquarters, where the necessary forms may be obtained.

MIXED GRILL A Merry Miscellany Ashley Sterne

I have just paid my annual visit to the Royal Academy, and am pleased to record that the refreshments are of the same superior quality as in former years. There were some pictures on exhibition, but I did not look at them. I took this course of protesting against the Academy's rejection of a



remarkable study of still life painted by my friend Mr. Burne-Tupper. I was privileged to see it at a private view in his studio last March, and I unhesitatingly declare it to be one of the finest examples of the Pre-Raphaelite style I have ever seen. It represents a group composed of a lobster, a pair of pink braces, a bust of Plato, a pound of sliced ham, a roll of linoleum, a dead rabbit, and a bicycle pump, all arranged on a spring mattress. Mr. Burne-Tupper tells me he has already refused a tempting offer of eightpence, including frame, made for it by the trustees of the Chantry Bequest. He's going to hold for two bob, he says, even if he is reduced in the meantime to drawing portraits of mackerel on the Thames Embankment for a livelihood.

I took my small but aggressive nephew to the Zoo on Whit Monday, and on the following day I learned that 15,000 bottles of ginger beer had been consumed there. I should be rather curious to know who was the other little boy that drank the odd half-dozen.

"I am still engaged in attempting to finish a mixed doubles lawn tennis match I began two years ago, but in spite of all my efforts I cannot make any progress. This is the situation. I am serving, and the score is deuce in the first game. My lady opponent is a rabbit, and never returns my service by any chance. Vantage in. My male opponent is a positive Tilden, and always returns my service with a slashing drive that is absolutely untakable. Deuce again. This has been going on for three seasons, now, during which I calculate that I have served 364,786 balls, with the hideous prospect of reaching the million without the match being advanced by a single point. Naturally my right arm has developed to an extraordinary size while my left has remained normal, with the result that in order to conceal what practically amounts to a monstrosity I have had to have my coats made with Oxford sleeves.

Once again people are writing to the newspapers asking guidance for the best method of exterminating wasps, plagues of which are apparently infesting certain districts, and not only destroying the fruit crops but stinging the

inhabitants in all directions with the most brutal ferocity. At the moment I can think of no method more efficacious than that which I myself invented. Get an old steam-roller and heat it white hot. Place the wasp to be exterminated, after first smearing its wings with treacle, immediately in front of the roller, and then push. This method has the combined advantages of neatness and cleanliness, as not only does it never fall instantly to slay the wasp, but simultaneously cremates the corpse. This is much better than squashing it with a cork on the window-pane, and leaving the remains to be subsequently removed by the charwoman.

TO A NIGHTINGALE

(In Two Phases.)

Three nights from out my window
I've loomed, and waited patiently
To catch your sweet-melodious trill,
O Philomel, in yonder tree.

I've caught a head-cold dallying
there,
And doped myself with aspirin;
O let me hear your song so rare,
Delay not longer; but begin!

Three blessed nights without a
break
You've trilled away from ten till
three.
Hour after hour I've lain awake,
Crazed by your non-stop melody.

O for a sounding Klaxon horn
Those penetrating notes to drown
You gurgle out till break of morn!
FOR FIFTY'S SAKE, YOU
WRITCHEL, CLOSE DOWN!

I have not yet been invited to
play in any of the Test matches,
but I am still hopeful. During the
winter I invented a new kind of
googly. I make the ball bounce



twice, the first breaking from the
off and the second from the leg,
or vice versa. The ball is, of
course, quite unplayable, as I
proved, by means of diagrams, in
a letter I wrote about it to the
Selection Committee. Their reply
to the effect that it was also un-
bowlable seemed to me unneces-
sarily terse. I nevertheless
volunteered to give a demon-
stration, which was declined. I can
only conclude that they don't
approve of the shape of the ball
I use, for, bowling my googly,
which has a square knob on one
side of the seam and a conical
projection on the other, by means
of which the double break is
effected. But I've looked up the
laws of cricket, and cannot find
it laid down anywhere that the
ball must be spherical in shape;
hence I cannot imagine what their
objection can be. Well, well! I
suppose they set more value on
tradition than they do on the
Ashes.

CANADIAN POLITICS.

NEW MINISTRY THREATENED.

Ottawa, July 2.
The political crisis has been renewed in acute form in consequence of the defeat of the Meighen Conservative Government in the House of Commons by 95 to 95, after three days in office, on a Liberal motion that the Ministers were sitting unconstitutionally, as they were not qualified to hold seats in the House without re-election on appointment.
Fourteen Progressives voted for and three against the Government.
—Reuter's American Service.

Tokyo, June 3.—According to the new Maritime Law which comes effective on and after November 1 of this year, no domestic and foreign steamers are permitted to navigate the Japanese waters unless they are provided with wireless telegraph apparatus. The law, however, affects only steamers with a displacement of 2,000 tons or more, or with crew of 50 men or more.—Tokio.

SPANISH ROYALTY.

A MILITARY MOVEMENT.

Paris, July 2.
The Quotidien learns from Hendaye that Count Romanones has had no difficulty in entering France because no warrant was issued for his arrest.
Interviewed, he said the recent movement in Spain was neither anarchist nor communist, but principally military in character, and aimed at restoring the constitution and a free parliament.
—Reuter.
[It will be recalled that Count Romanones yesterday was reported to be a fugitive following the discovery of a plot to assassinate the King of Spain.]

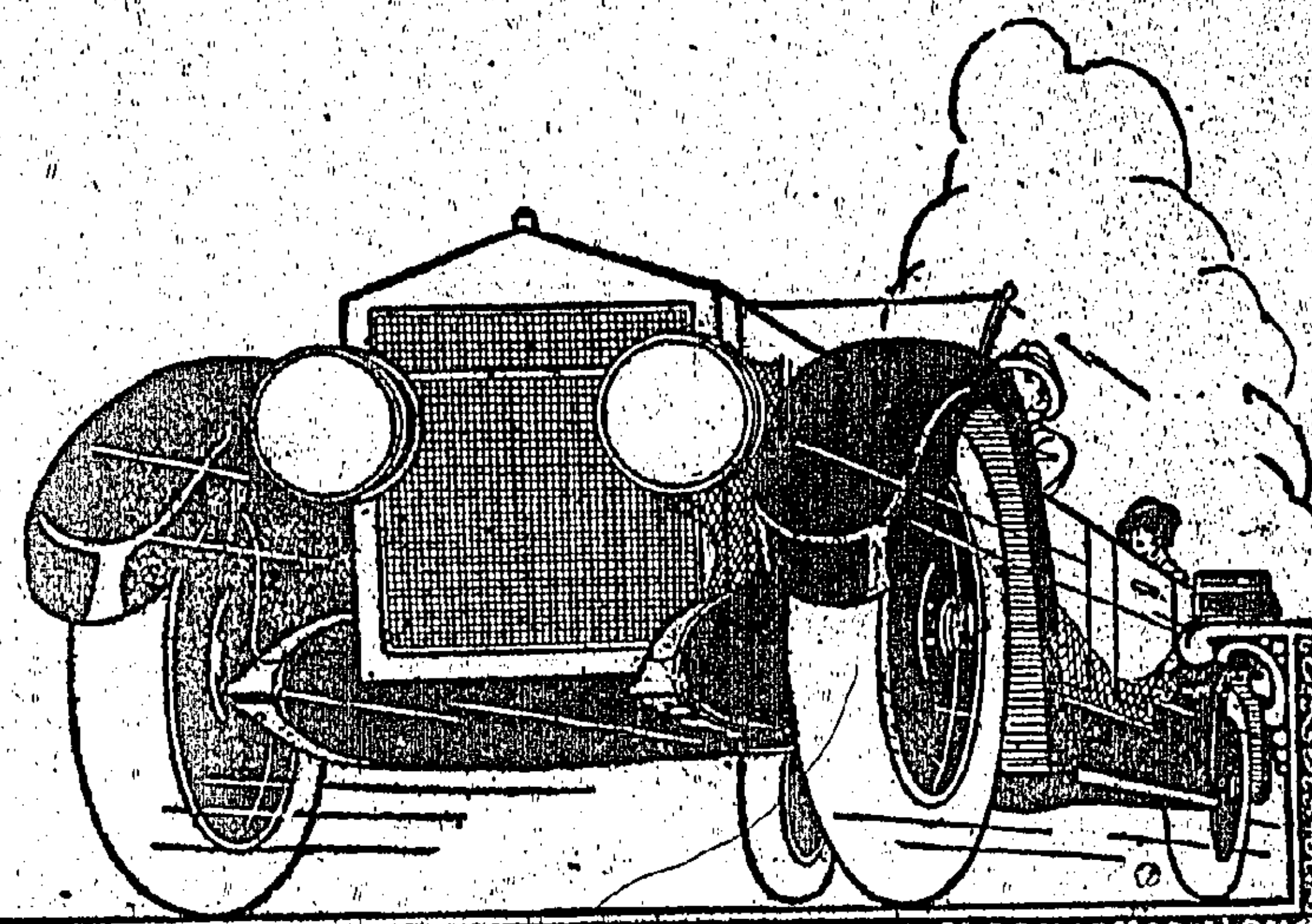
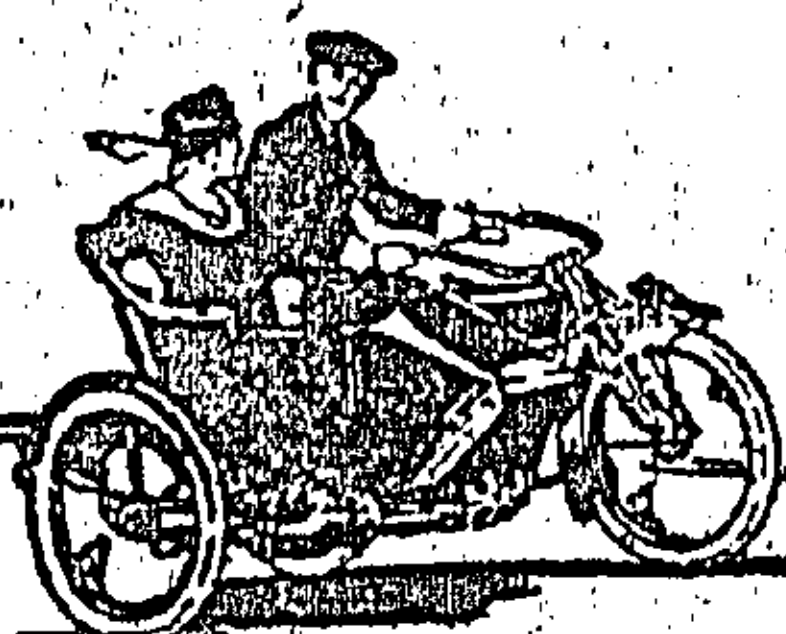
A military special train going south from Tientsin on the Pukow line came in collision with another train at Huang-ho-yen, next to Tschow, early on the morning of June 14. There were no foreigners in either train, but 83 Chinese soldiers were killed. The accident was due, as in previous cases, to military interference with the railway staff and refusal to submit to regulations.

MOTORIZING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 3rd. July, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT



Hand Signals.

The code of hand signals which we published in this Supplement the Saturday before last, has been adopted by the local Authorities, and the illustrations and instructions are now being printed in suitable form. All motorists will receive a copy in the near future and it is hoped that those who employ chauffeurs will take steps to ensure that the instructions are carried out. Needless to say, owner-drivers are expected to memorise and employ the signals themselves. In the future, professional drivers who wish to be tested for a driving licence will be required to show a thorough understanding of the code.

Motor Cycle Gymkhana.

Much interest has been aroused in next Saturday's Gymkhana, and a pleasant diversion will be created for those who complain that Hongkong lacks outdoor attractions. The nature of the events ensure plenty of fun for competitors, and sustained interest for spectators.

Armoured Car Section.

The run out to Castle Peak which was scheduled for tomorrow, Sunday the 4th inst. has been postponed on account of the difficulty in securing matched accommodation, a swim in the "briny" being an item which cannot be dispensed with. It is hoped to make adequate arrangements in the near future, particulars of which will be announced in due course.

Driving Mirrors.

There is no regulation which makes it necessary for motor vehicles to carry rear-view mirrors, and although it does not appear necessary for motor cars or cycles to be so equipped, it is desirable that motor lorries and buses should be fitted with a mirror. It is most annoying to the car driver who is forced to keep behind a slow-moving vehicle solely on account of the fact that he cannot get the signal to pass. The slower and more cumbersome vehicles are not always to blame in this respect, because the noise from a heavy engine frequently drowns the sound of the motor horn of the other car, whereas, were mirrors fitted, the driver would observe the other vehicle wishing to pass. We certainly advocate that all such heavy vehicles should be compelled to carry these useful devices.

Traffic Diverted.

Owing to the unsafe condition of the verandah of the Astor House Hotel, all heavy East bound traffic in Queens' Road Central is being diverted down Pedder Street, and West bound traffic down Wardley Street. This precaution will probably only remain in force a few days longer.

Tyre Life.

A local motorist has written and suggested that we advocate that guarantees be given when tyres are sold in the Colony. He states that although assertions are made with regard to tyre life, experience has taught him that results obtained do not substantiate the claims made. There is, of course, something attractive about a hard and fast guarantee, but from other cases which have been brought to our notice, we imagine that no tyre agent would care to provide a guarantee, unless it covered carelessness and inattention proved to

be detrimental to tyre life. One example to our knowledge concerns certain extremely well known tyres, semi-balloon, which were inflated at a pressure much below that given by the makers' instructions. Obviously, the fault lay with the driver, and the manufacturer could not be expected to make good tyres worn out by sheer carelessness. The best guarantee we know is to buy tyres which have proved their worth elsewhere, from agents who have proved their integrity here.

Licence Weights.

As there appears to be some misapprehension regarding licensing fees, the following information will doubtless be of interest:—There are three different fees in respect to private cars, viz—up to 16 cwt. \$16.00, up to 30 cwt. \$24.00, and above 30 cwt. \$48.00.

Public Vehicles.

Public motor vehicles are now fitted with distinctive number plates which easily distinguish them from private vehicles. This will assist in stopping the practice of loitering on the Pedder Street and Chater Road stands when disengaged, thus making room for private vehicles on the already inadequate parking space.

BRITISH MOTOR INDUSTRY.

STATISTICS OF GROWTH.

From the evidence submitted on behalf of the S.M.M.T. to the Board of Trade Enquiry into British Trade and Industry, it appears that the Society has grown since its formation, in 1903, from 65 members to 1,039—last year.

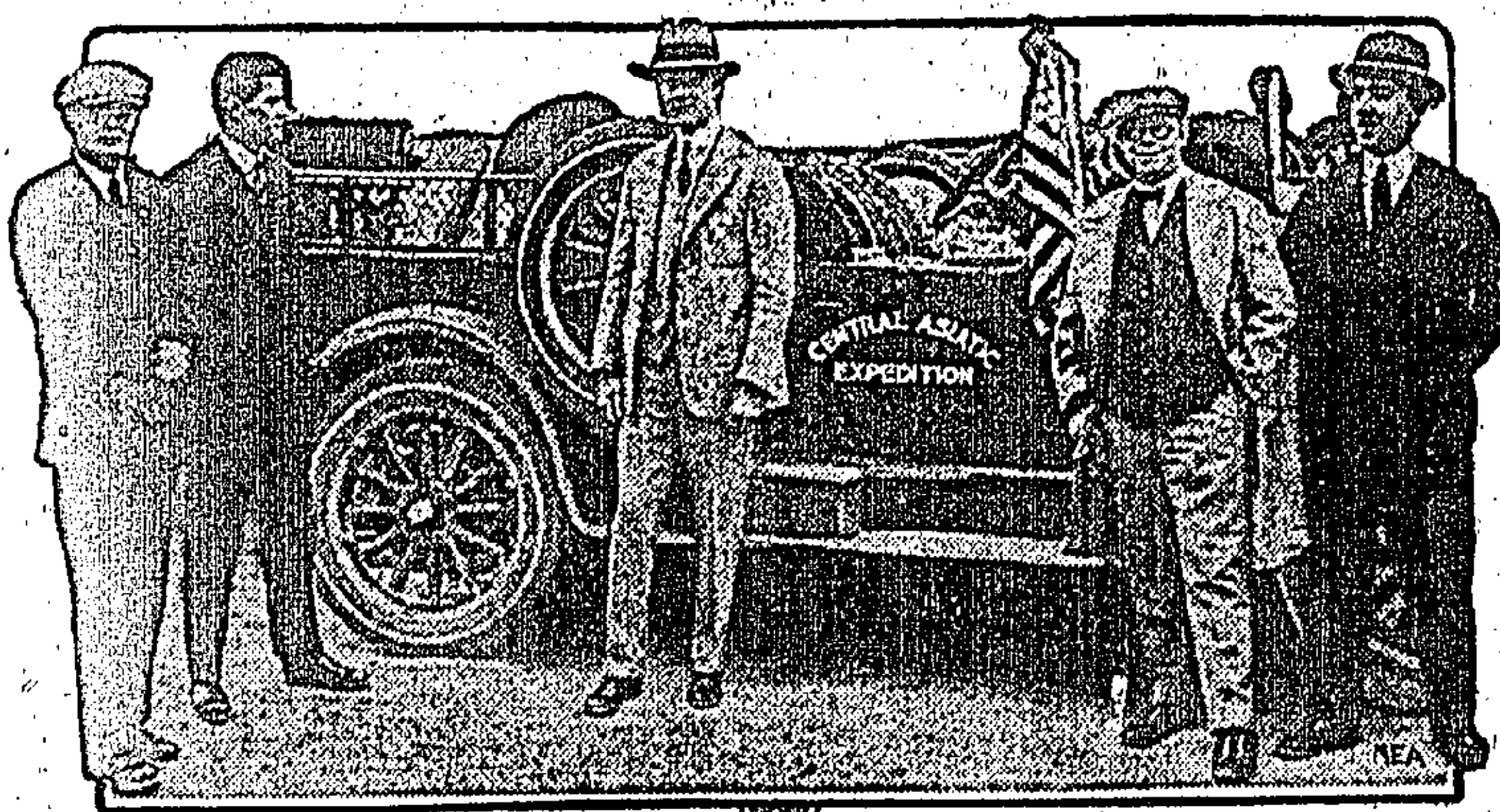
In regard to the export trade it is stated that both the price and design of British motor vehicles before the war were such as to promise a progressive increase in their use throughout the Empire. The war, however, allowed American manufacturers to step into these markets and to build up their service, so that it has been only during the last two years that reduction in manufacturing costs—due very largely to increasing and more stable production, more efficient factory organisation, and the development of a more economical and efficient engine—has resulted in real and significant signs of a development of export business. The improvement of road conditions in the Colonies is stated to be partly responsible, and in this connection the importance of Government aid in Colonial road development is emphasised.

It is stated that the present motor car taxation in this country is four times higher than in the U.S.A.

There are some 1,000 firms engaged in this country in the production of motor vehicles, parts and accessories, and in the wholesale distribution of these products; while some 12,000 companies, firms, and persons, are recognised as being engaged in the retail side of the business. The capital involved is estimated at \$50,000,000.

It is officially stated that in the Metropolitan Police area of London the number of police on point duty is about 1,300, though it varies from time to time.

OFF TO CENTRAL ASIA.



Wars are mere trifles to Roy Chapman Andrews, American leader of the Central Asiatic Expedition, which recently started on its fourth annual exploration of the interior of China, despite the fighting there. This photo shows his cavalcade at Peking. Left to right, they are J. B. Shackelford, photographer; W. P. T. Hill, topographer; Andrews; Radcliffe H. Beekwith, geologist, and George Osborn, paleontologist. A Dodge car is seen with them.

OPEN ROADS OF FRANCE.

WHERE MOTORING IS STILL A SPORT.

In France motoring is still a sport. In latter years the automobile has begun to come into its own as a utilitarian vehicle to supplant the less practical horse, but driving as a sport holds its place much as in pioneer days when France built the first sliding-gear automobiles.

Here are incentives to arouse that old feeling one had in the beginning with his first automobile, whether crawling along leaf-roofed roads without another car in sight or dashing across France at eighty miles an hour.

In Paris there is another sort of sport to stir the jaded senses of a motorist, a sort of high-speed gymkhana from which the driver without an intuitive sense of speed and distance combined with a large bump of human nature soon withdraws; but a traffic movement which delights those who can meet its exigencies for in no great capital do automobiles average so high a speed.

There is no speed limit in the open country. If you want a bit of sport that requires more skill than airplaning, attempt the 650 miles to Nice in a single night, or 500 miles in any direction by day, allowing for slow speed through countless towns and villages on the way. The law requires consideration of others. If you smash into anything or kill any one at high speed it is obviously your fault, and fine and imprisonment are the penalties, but you are at liberty to wrap your road-swallower around trees along the great national highways or flop over a cliff, so long as you cause no serious annoyance to others.

The risks of speed on the road are not so great as might be supposed. Granted good luck with tyres, and steering-knuckles that do not crystallize, a tight hold on the wheel for unexpected rough spots, where the cobblestones are uneven, and something better than complete disregard of the road signs, the good driver is almost as safe as a skilled aviator.

The Department of Bridges and Roads recently endeavoured to foist a bill on the motoring public limiting speed to sixty kilometers (thirty-seven and a half miles) an hour, which was declined. The bridges and roads people argued that appropriation for road repair was 20 per cent. under the actual cost per

kilometer and this could be counteracted by retarding the process of lifting off the surfaces by unrestricted speed of powerful cars.

This sane suggestion was dropped, but motor people take it as a warning of the time to come when a more determined effort will be made to give France a speed limit for pleasure cars. But unless cars increase greatly in numbers the sport of motoring is likely to endure.

Except in the vicinity of the largest cities, at certain hours on Sundays and holidays, there is no trailing along close in the wake of a string of cars emitting fumes and stirring up dirt. Consequently the open car is still in vogue, at least for summer when the sun is rarely uncomfortably warm and showers not frequent.

In the open car, recalling the mid-four-cylinder epoch in America, one sees the mountaintops, breathes the fragrance of nature and willy-nilly is inflated with fresh air under pressure—without draughts. There is dust here and there if you permit another car to pass you, but in early spring, if not in summer, it is possible to drive all day without encountering more than a few scores of dust-raisers coming or going.

Once the roads of France were the finest in the world. From an engineering standpoint perhaps they still are. Two good road-builders, J. Caesar and Napoleon, set high standards which the moderns have not demolished. The surface of many a "route nationale" is only another stratum over the original slabs of stones the Romans laid at the bottom. But most of the main highways have not yet known the redeeming touch of bituminous binder, and their white surface gives off powdered stone with the least little encouragement. There are stretches of potholes on some of these national roads inherited from years of heavy traffic—all over France during the war. Some of them have been virtually abandoned, while the Department of Bridges and Roads awaits material and labour to repair them.

It is, therefore, wise to consider the Touring Club of France or the Automobile Club before undertaking a long journey. The T. C. F. furnishes a typewritten or printed itinerary on short notice for any destination or continuous tour with a selection of the best roads available, made from reports from its correspondents and members all over France. With this in hand one

can set out with a light heart, for if there are bad spots to be encountered they are indicated on the itinerary, and the worst of these are seldom much hindrance to a car with modern suspension, balloon tyres and shock absorbers. The latter are essential in France. They make the average "pave" cobblestones smooth at speeds higher than twenty-five miles an hour.

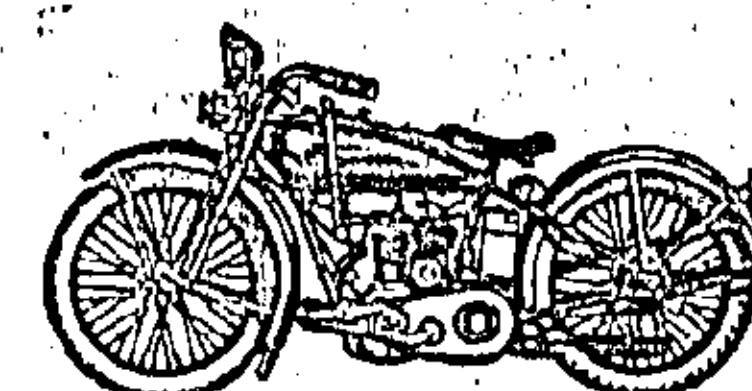
There are no narrow granitoid roads. The most dangerous road in France is the smooth and too often slippery Paris-Deauville "route de Quarante Sous" (the Forty Cents road, so named from the toll once exacted to pay for its construction by a British syndicate), with its bituminous surface and hazardous grade turnings. But much of this "pave" (accent on the final "e") is even and level and is safe in the rain at sixty miles an hour.

To overcome the shortcomings of French roads there are in France miles of excellent river gravel road, the most agreeable and safest of all roads in all weathers, and these narrow lanes of dirt, which are kept in excellent repair, are too little used by automobiles and too frequently dampened with moisture to become deep sluices of dust.

The speed, or the lack of it, observed on these varied roads brings forth no maledictions unless they are well merited. In France one is supposed to consider other persons' feelings and comfort. Not every one does, it goes without saying, but a motorist out for sport or pleasure has a more agreeable time if he remembers always that most of the persons he sees are at work and working hard in the majority of cases for as many francs a month as he spends in a day. And so he takes pains not to rub it in.

Drivers of horses, slow-going cars or thundering trucks make room for a fast-moving car to pass as soon as they hear the signal. Horse-driven vehicles for some unsatisfactorily explained reason keep to the left until they are warned to make room and as soon as you have passed go back to the left again. There is no cure for this, cursing included.

As in most countries of the world, more can be accomplished in France by politeness and consideration than by bribes or threats. It is possible to drive like the wind in the open spaces, observe suitable precautions, and travel the length and breadth of France without provoking an angry word or a cross look. Percy, Noel.



ARE YOU READY?

Has the call of the open road gripped you? Are you longing to "give her the gas" and enjoy another season of motorcycling?

But, just a minute before you take that trip. Is your machine in the best of condition to insure another long period of motorcycling pleasure, free from trouble and worry?

Do you expect maximum power from a carbon filled motor? Are any bearings worn? Are adjustments necessary? If so, remedy these things now when it's very easy and inexpensive. Later, repair bills may result from neglect.

If your machine needs attention, we can do the work, unless you do it yourself. At any rate, buy your parts from us. For we use and sell only genuine HARLEY-DAVIDSON parts—

REPAIRS ON ALL MAKES OF MOTORCYCLES.

THE GASCON MOTOR CO.,

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Telephone K.1242.



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In five decades of its active life history, step by step the Vacuum Oil Company has won its way to the proud position of the World's largest strictly lubricating oil company. From its foundation in 1866, the policy of the Vacuum Oil Company has been to make high-grade lubricants that would not only keep motorcar engines running without breakdown and consequent unnecessary, costly repairs, but which would meet with scientific exactness the construction and operating conditions of the various types of motorcar engines to be lubricated.

Gargoyle Mobiloil, the best lubricant that can be manufactured for the hardest service known, at its fair price gives more SERVICE for each dollar than the motorist invests than any competitive lubricant at any price.

We always have and we always will, keep faith with the motoring public whom we serve, by keeping our pledge to put into Gargoyle Mobiloil the finest material and workmanship. It is this honesty of aim, this integrity of manufacture, that has built in 59 years the largest lubricating oil business in the world.

Use the Correct Grade of Gargoyle Mobiloil as specified in the Chart at the back of our Correct Lubrication booklet—mailed free of charge upon request.

VACUUM OIL CO.

Students in American colleges are reported to have developed a craze for purchasing the most dilapidated car they can find and then decorating it fantastically and covering the paintwork with caustic comments. This may be claimed to be a solution for the abused car problem.

Examine the generator brushes at least twice a year. The principal troubles to which the brushes are subject include the sticking of the brushes in the holders, brushes fitting poorly to the commutator, weak holder springs and brushes grounded by oil, dirt or carbon particles.

FIAT 509

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34 MILES per GALLON

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DOUGLAS.

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TO ARRIVE SHORTLY

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Limited.
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WHEN DESERTS ARE WET.

A MOTOR-CYCLE JAUNT.

[BY WORTH G. KNOWLES.]

It was the first spring motor-cycle jaunt to the Grand Valley and its principal metropolis, Grand Junction. The trip was not without joy though I never reached my urban destination. Mother Earth was well frozen when I headed out of town for the valley and though the road to New Castle is reported to be rough I failed to see anything of that nature except a brown dog that was for rough play, even if it did merit him a couple of kicks. What he did to my trousers is unmentionable.

Trailing the mighty Colorado River around the foot of some stony looking hills I came upon what seemed to be a cow puncher—he was wearing one of those Buffalo Bill hats anyway, and was on foot—who ever heard of a puncher walking? Well, this bird was consuming his quota of sole leather and only because he didn't have the change about him to ride the Pullman which covers the same territory. According to his tale his gilredge securities and assets were all tied up and he had been up to the Smuggler

and here and there more cow ponies were anchored to posts or just standing at ease with their bridle reins on the ground. We stopped for fuel and inspection by a raifful of loafers. What those fellows said about the three-wheeler was plenty. They wanted to know if the wind had been to keep the grasshoppers out or make the passenger stay put. Our puncher passenger replied, telling 'em that said wind screen was to keep the pretty girls from getting at him. To prevent a fight in times o' peace we let it town.

The next station was Silt. Looking at Webster's Unabridged, I find that silt means mud. Silt was dust that day, the mud being out of town on special business which you'll learn about later. After that we hit some scenery which took a lot of time to properly digest, and we used the camera every mile or two. Rifle was the next town and maybe you won't believe it but the name o' the hotel is the Winchester and they tell me that the two restaurants are called Remington and Savage and when they set out to capture business there's a lot of noise. Then there's a newspaper where we stopped to let a cub reporter have a good glimpse of something on three wheels and would you believe it, they call the sheet the Rifle Report. Some sharp cracks they make I'll bet.

While cleaning off enough gumbo so that the front wheel could turn, a passing motorist halted us, seeking information about the road behind us. We didn't want to, discourage him so we didn't say much, but what he told us about the stretch ahead he whispered. Seems he didn't want his wife to hear it for some reason or other.

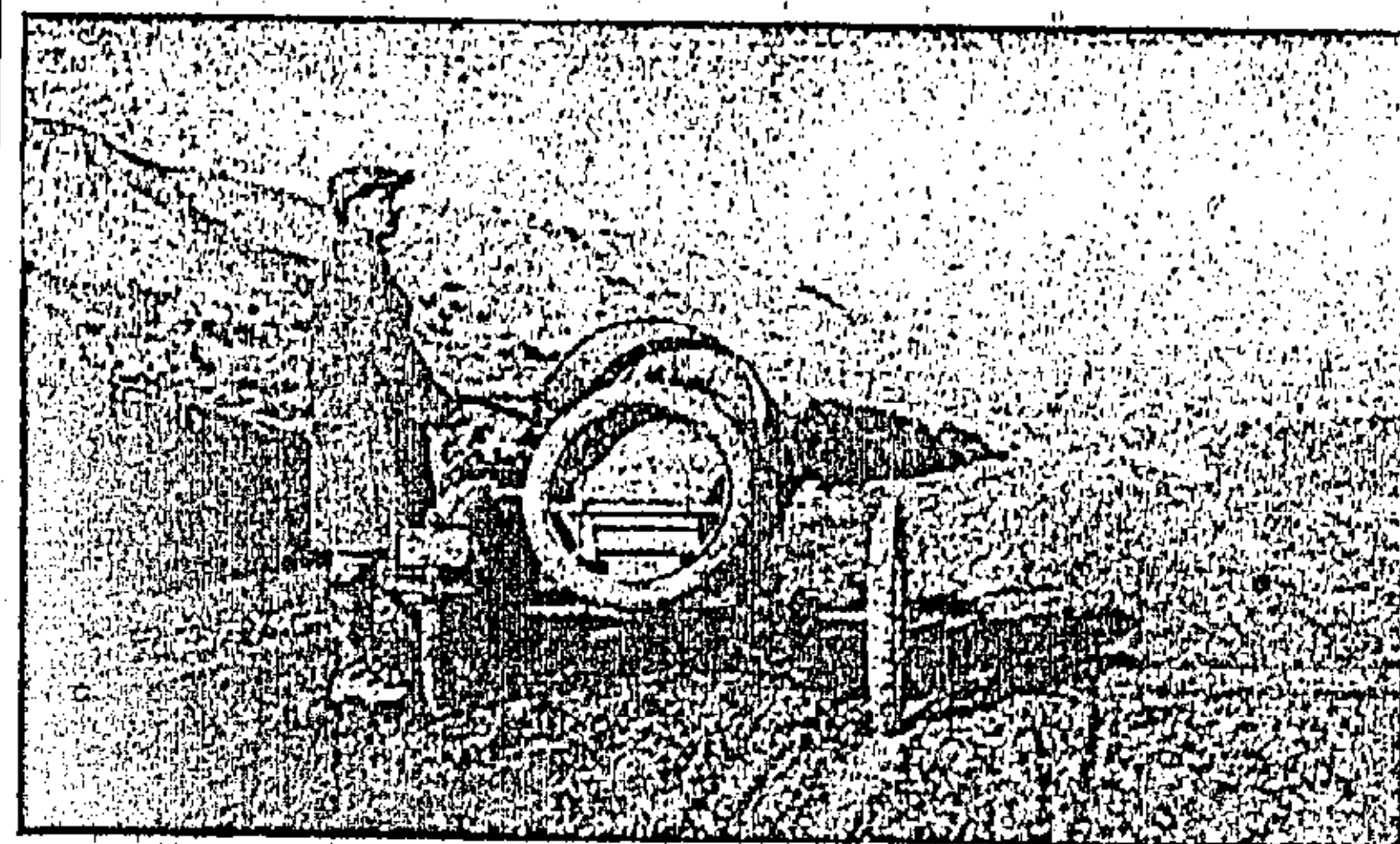
We were having a pretty good time except for the rain which had chosen the time and the place and was not to be deferred for a moment. Going ahead we hit



another bog, came out of it and would have been all to the good if the wheels had turned now and then. A passing teamster told us that DeBeque was six miles ahead and that the road was just as good as that we had just covered. There were some cedar trees and rocks close by and after a little needless argument the puncher and I pushed the outfit under 'em to wait for a freeze which we thought oughta' come any time as a messenger of Providence sent in our behalf.

The clouds overhead didn't look especially good natured and we looked about though we had heard that from Grand Valley to DeBeque there were plenty of rocks and trees but no ranches. Unfortunately for the inmates of the same we spied a tent and wallowed in that direction. Investigation showed that these persons were also in possession of two covered wagons and one tent, all three said to be unoccupied by man or beast. They offered use of one covered wagon with stove, bed

(Continued on Page 2.)



Mine looking for something with regular wages tied to it. He accepted free passage readily enough, but that just goes to show that he didn't know what was coming.

Just when I had given up all hopes of ever seeing a good cigar or other sign of civilization again we burst into New Castle, a real Will West place, looking as though it might have slipped out of a Bill Cody weekly.

A puncher and his pinto pony were headed down Main Street

We hit some good road and pushed the maximum hand of the Corbin-Brown speedometer right up past the place where it usually loses and but for sending a sportive jack rabbit to the hospital we reached Grand Valley without incident. Grand Valley is one of these places which the railroad invented to make fine words for a time-table and as a sort of "go-between" for the bootleggers in the mountains and the dispensers in the valley. It was a grand place from every viewpoint.

Six miles bumped over and we neared some dark looking country. Ahead of us a wagon rolled and plunged through a morass of washes and muddy ruts, drawn by two husky Missouri mules. The Harley-Davidson snorted a little and spurred by the mules like the Twentieth Century passing a freight. The long-eared cusses didn't like the colour of our paint and shied a bit, but were behaving pretty well by the time they had gone through the



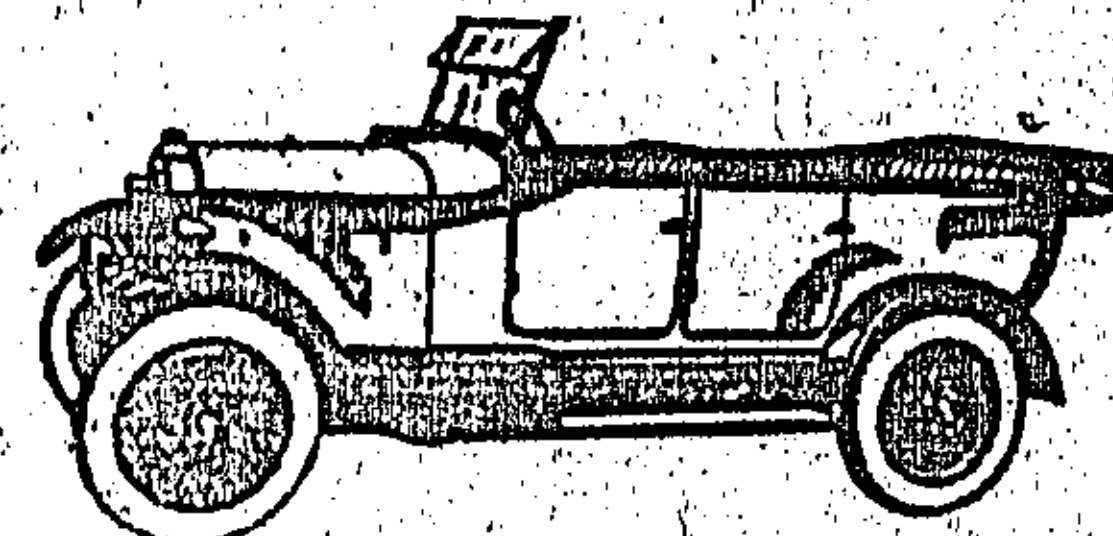
nearest fence and over a couple boulders. Outside o' that we didn't make any impression worth recording. We started up a long hill. We kept looking at the top and pretty soon I could see that we weren't getting near the peak at all. The whole outfit was standing still and the rear wheel was trying to dig out of sight. We got off and stood still. This, in a little mud which didn't come much higher than our boot tops.

We cut down all the timber within reach and ambled into some friendly appearing ruts and went ahead with about fifty pounds of excess baggage which our feet accumulated.

There was a bog ahead and because I thought the three-wheeler might take a fancy to it I gave 'er the gas, and didn't give it time to conjure up any devilment. We went through it alright—I hadn't really figured on a bath until Saturday night being unprepared as it were,

SINGER

Specially Geared for Hongkong

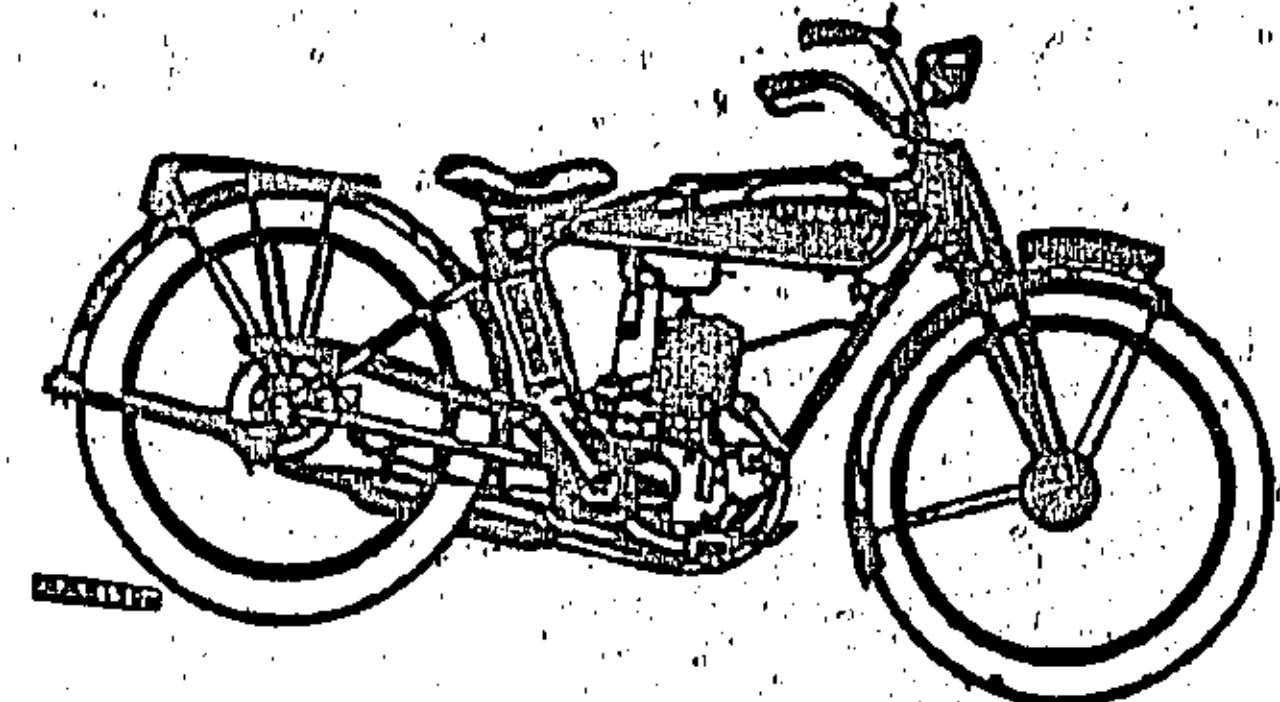


FOUR SEATER "DE LUXE"
\$265.00.

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GILMAN & CO., LTD.
HONGKONG BANK BUILDING.

Puch Motor Cycles



3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH \$350 TERMS

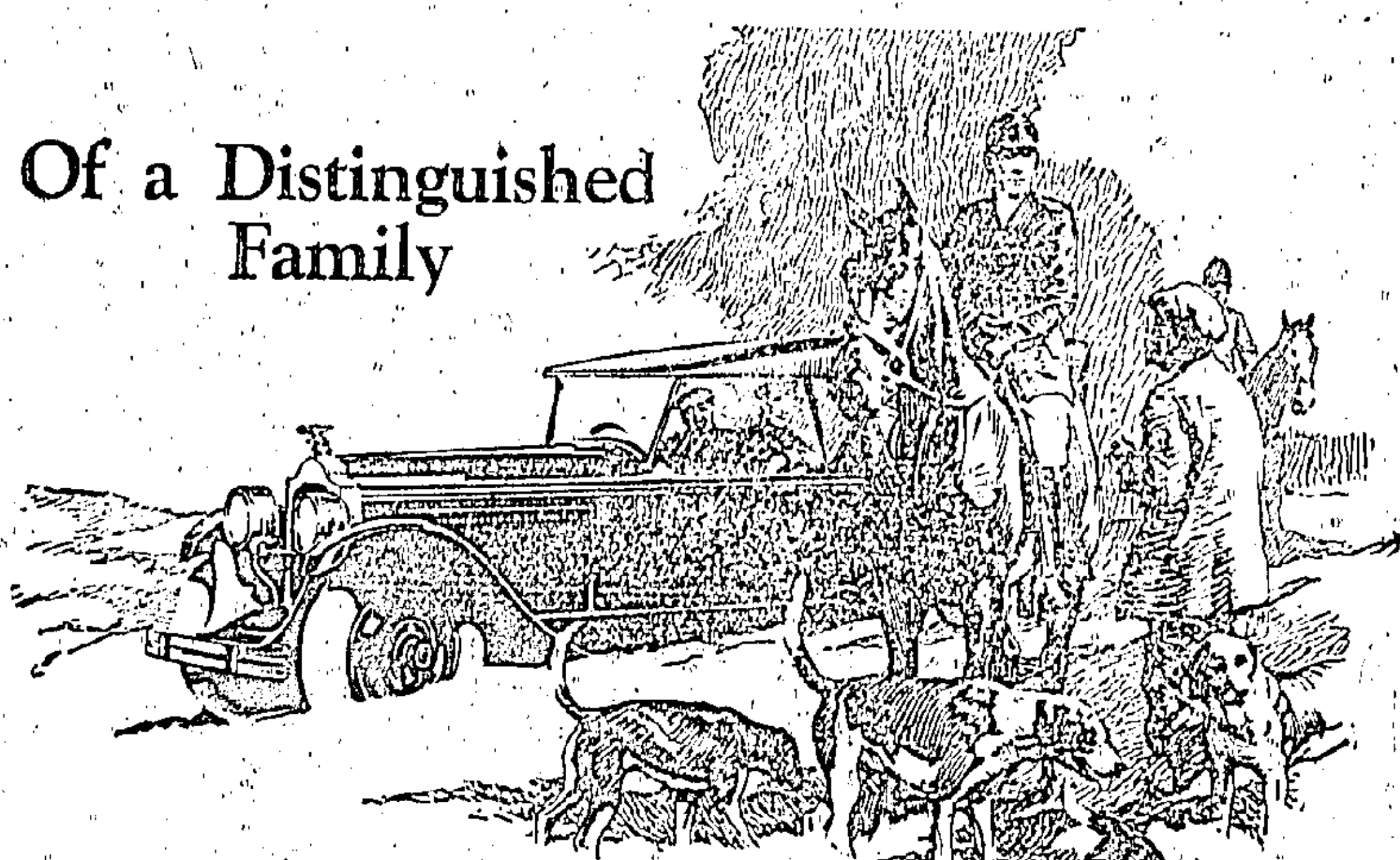
Call and make an early inspection at our office.

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Phone: C. 1221

4th Floor, Bank of Canton Building,
6, Des Voeux Road, Central.

Of a Distinguished
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PACKARD

THE thrill of owning a motor car is passing.

Modern production has put the ordinary vehicle within the reach of multitudes.

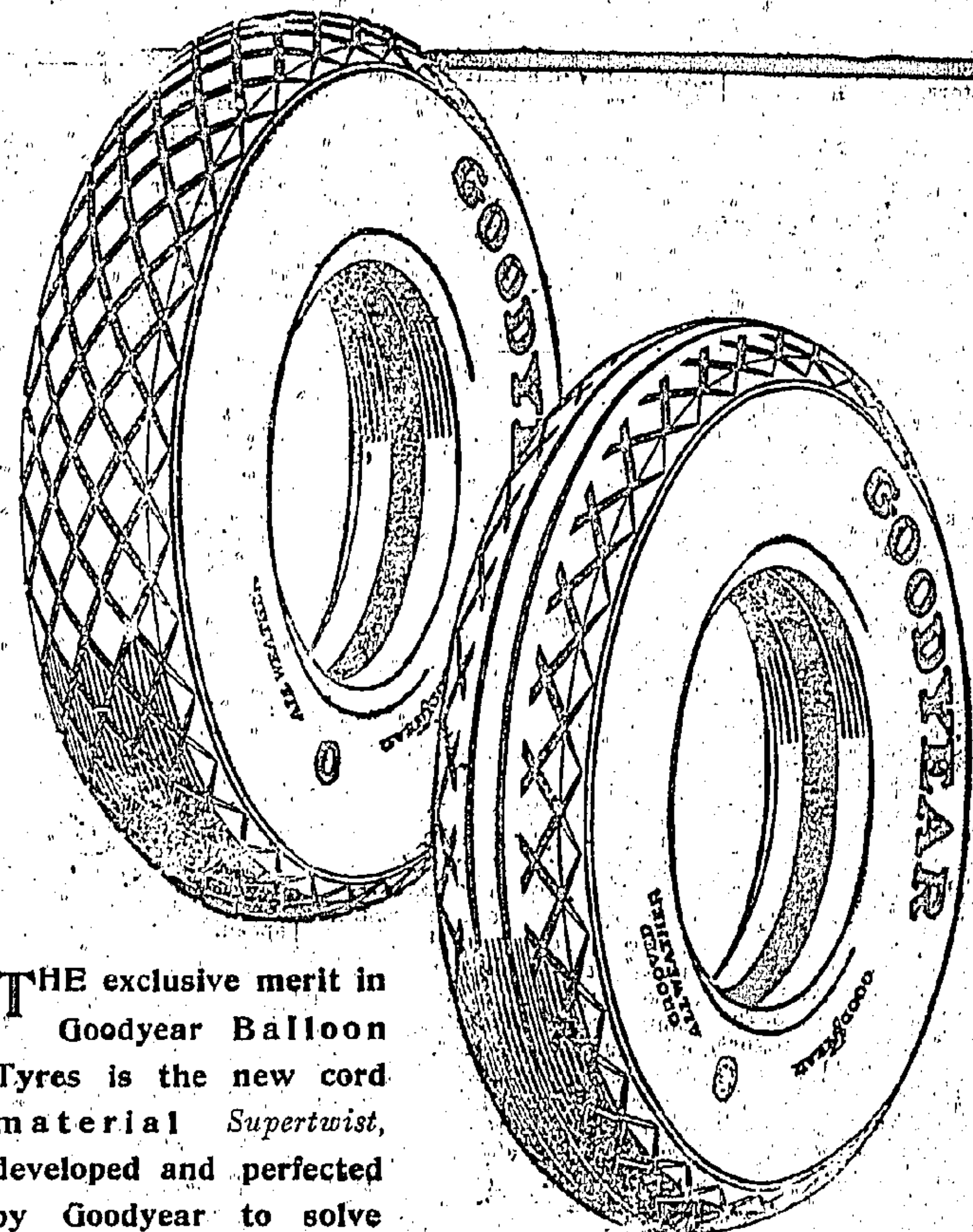
However, the joy of owning a thoroughbred is greater than ever.

And who can view the Packard Eight—winner of beauty contests from Monte Carlo to Buenos Aires—from Biarritz to Baden Baden—without recognizing its right to international leadership in line and design.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, ... Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



THE exclusive merit in
Goodyear Balloon
Tyres is the new cord
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the low pressure tyre's
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GOODYEAR BALLOON TYRES

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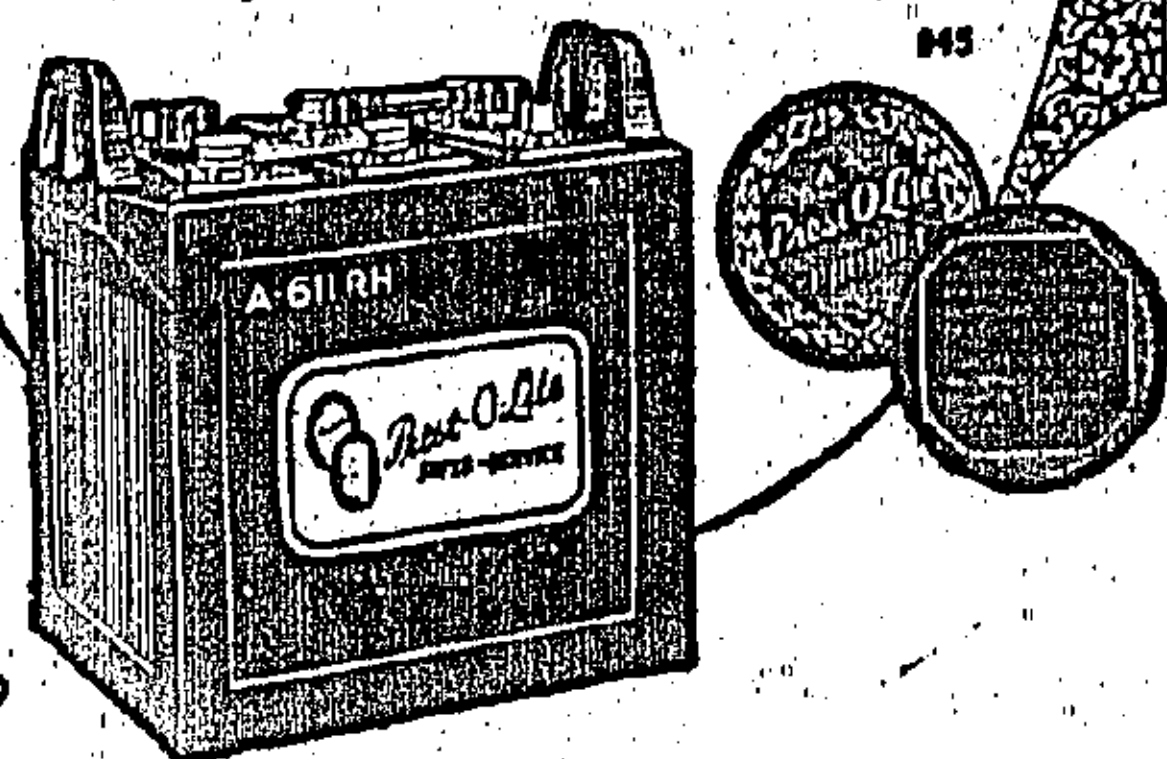
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PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

The separators in this battery are made of especially selected and treated cedar for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

THE HONGKONG HOTEL GARAGE,
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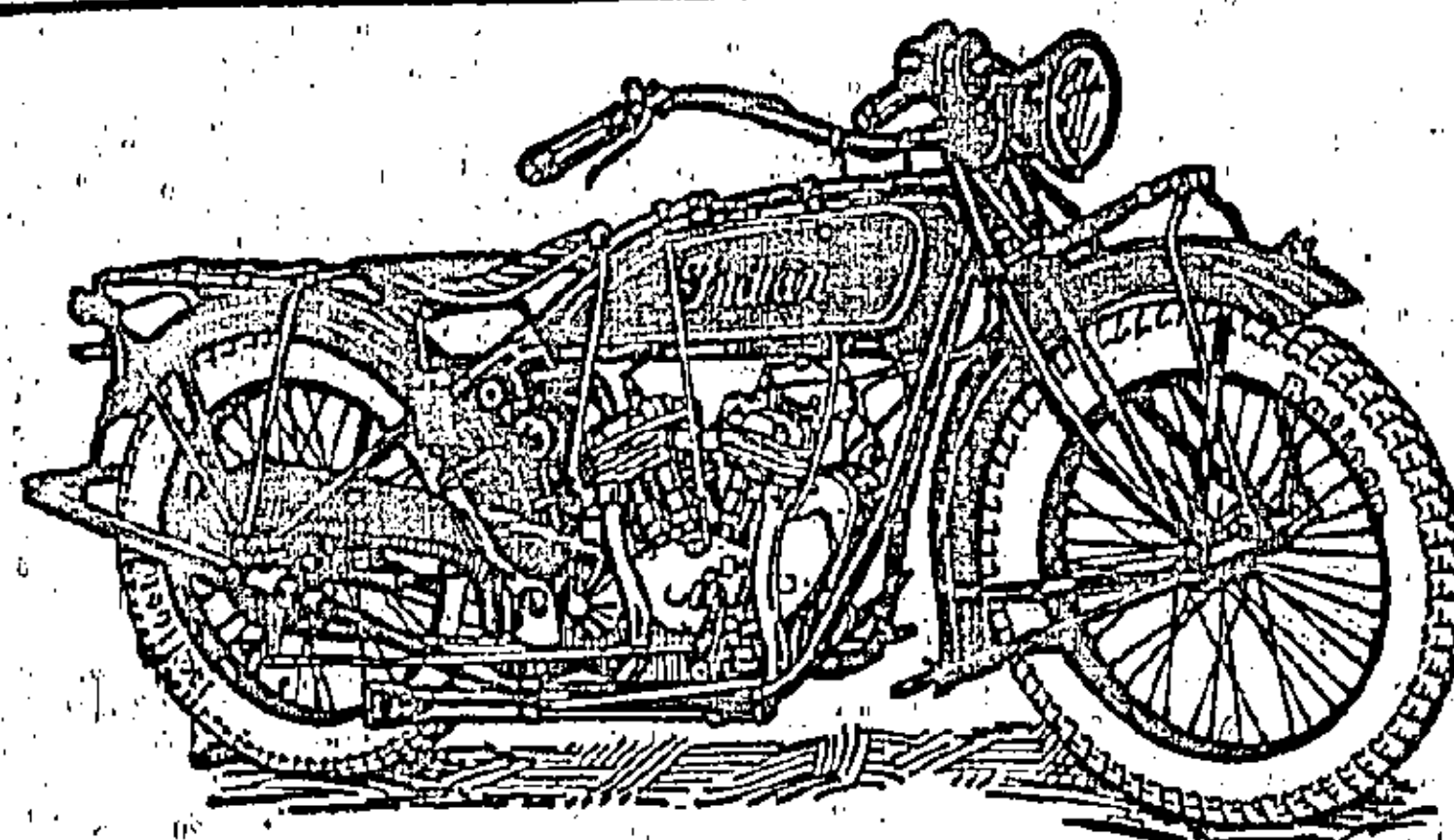
FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase GASOLINE and TYRES AT REDUCED PRICES.

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Chatham Road, Hunghom ... Tel. K.1216.



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Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

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GENERAL AGENTS & DISTRIBUTORS
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The EUROPE-ASIA TRADING Co.

1st. Floor, Pedder Building, 12, Pedder Street.

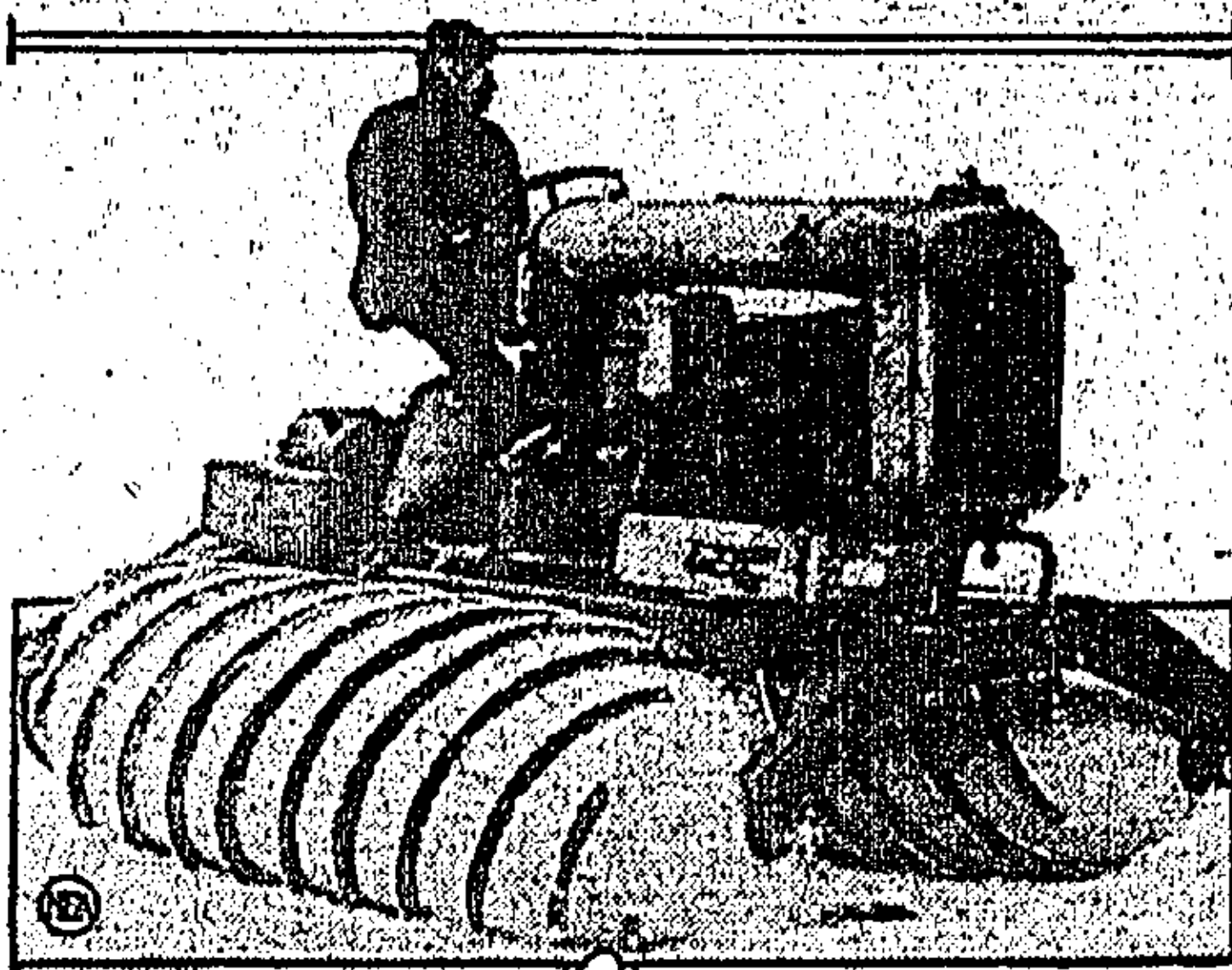
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NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

A BOBSLED TRACTOR



Here's how to change a tractor into a bobsled in a few minutes. The circular pontoons with the spiral runners revolve and the tractor crawls over the deepest snows. The new device, which has interested William Ford, brother of Henry Ford, has pulled heavy loads of logs over the deepest snows.

WHEN DESERTS ARE WET.

(Continued from Page 2.)

and other unessential equipment. They also offered to undertake the problem of providing us with sustenance for a time. We were willing to be undertaken and after eating a little more than our share of bacon, potatoes, doughnuts and coffee retired to our coverer wagon to give the weather a chance to get colder.

The night was spent most comfortably except for a couple of three springs in the bed which kept probing around my rib region. We had to get up and rebuild the fire every hour to keep from freezing but outside of that we rested well. The ground didn't freeze enough so that it was hard and by the time we had gone through a small breakfast it was in just as pliable a condition as it had been the night before and even changed somewhat by the following thaw.

We decided to leave DeBeque and Grand Junction alone until they moved nearer. I started home, leaving Shorty, the puncher, to trail the ties to his destination. Every thing moved along quite rapidly, including the horse hitched on ahead of us in case the outfit started to roll backward down any of the steep hills. Now and then the monotony of slipping through the landscape would be relieved by the front wheel making a quarter turn or perhaps a lump of mud would detach itself from my boots, lightening the situation considerably. At the foot of the hill, where a honest little stream had won its way through the mud I stopped for a while. Thirty minutes' work with a pick and shovel reduced the weight of the outfit quite a bit even if the bridge did go through. We finally reached the gravel road with a four-horse team leading the way to break a track and protect us from the curiosity of prairie dogs and other motorists.

Two hours were spent pleasantly, removing superfluous freight and then I made a wild dash for home, which was reached without any difficulties worth mentioning. Oh, yes, there was one incident you should know about. Between Rifle and Silt the outfit picked the deepest rut and after a short dash refused to penetrate further. A native of the region dug a new rut with his shovel and we got out of the hole without mishap other than the utter ruin of a speedometer gear which persisted in remaining wet.

AUSTRALIAN MOTOR CARAVAN.

TOURING INDIA AND FAR EAST.

Madras, June 8.—Mr. Harry W. Bray, an Australian, who is touring in India and the Far East in a motor caravan, arrived in Madras yesterday from Tuticorin. The caravan is mounted on a Chevrolet engine and there is a sleeping berth in it and food lockers, drawers for clothes and tool chests. There are also special lockers on the sides to hold petrol sufficient to drive the vehicle for a thousand miles. There is also a special locker for carrying drinking water, besides a stove and refrigerator which are fitted up inside the caravan.

BRITISH CAR OUTPUT.

MORRIS DEVELOPMENT.

Still further additions to the already immense output of Morris Motors Limited have recently been rendered possible by the opening of additional new shops. As a result, the present record of output is no less than 1,600 cars per week, in spite of which the demand is still unsatisfied and yet further extensions to the works have become necessary and are, indeed, in the course of construction. The enlargements already effected have enabled Messrs. Morris to adopt an entirely fresh system of chassis assembly, wherein closer co-ordination of the various processes is assured and operating time is reduced by careful organisation.

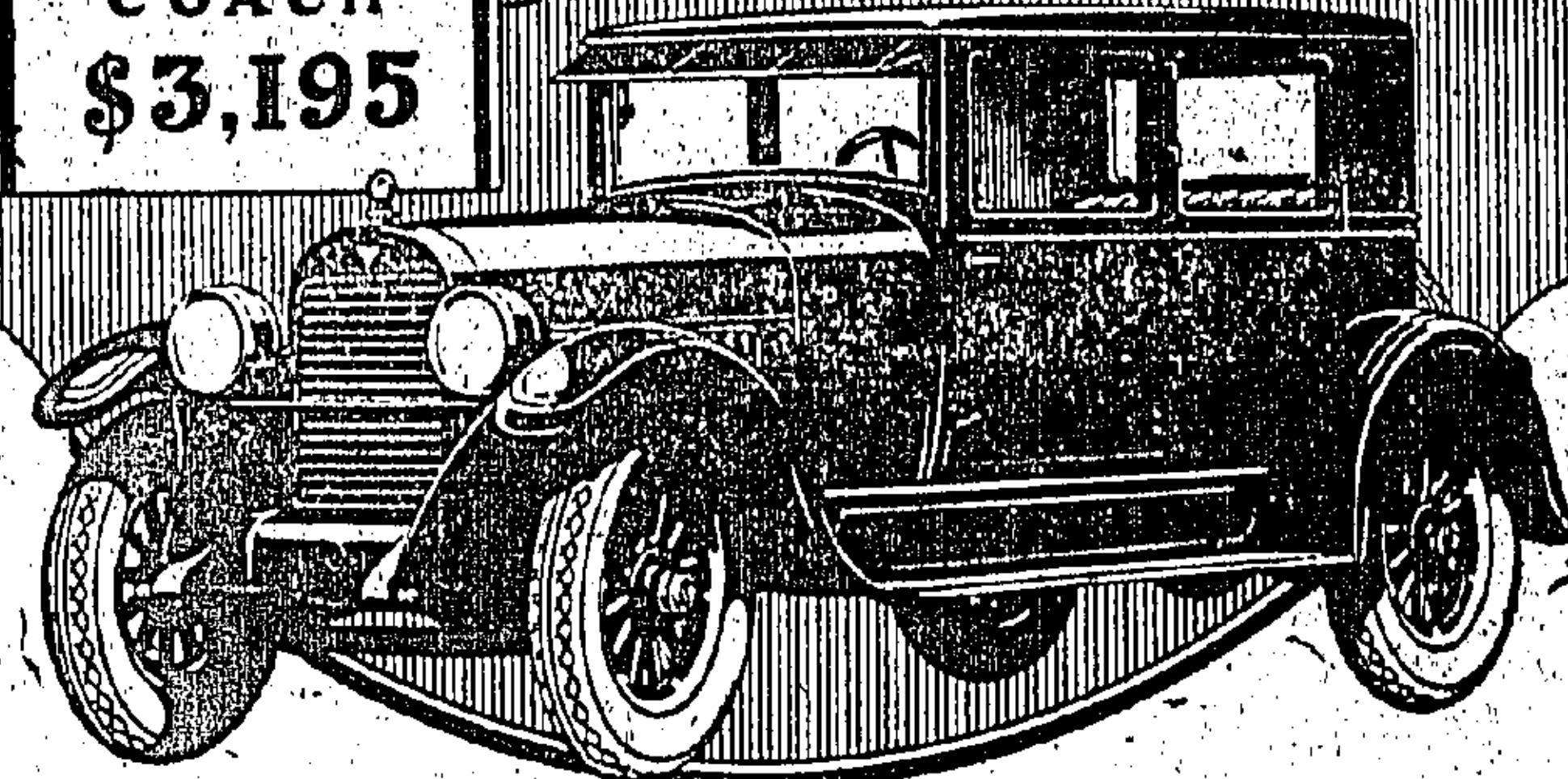
The 16/35 h.p. Wolseley of 1926 model incorporates many improvements as compared with that of the previous year. These include a four-speed gear box and four-wheel brakes, and the new model has met with such a favourable reception as to permit the manufacturers, by reason of increased output, to make a very substantial reduction in price. The 4.5 seater is now listed at home at £395, and the two-seater at the same price. The light saloon with fabric panels comes out at £425, and, with aluminium coach-built panels, at £450.

Compared with the ordinary open two-seater, the coupe body has hitherto been regarded as an expensive type, which has greatly limited its market. The new "Charleotta" coupe, now available among the range of 14 h.p. Standard cars is, however, no higher in price than the ordinary two-seater which it displaces. A good feature in the body design is the elimination of thick and heavy pillars tending to obstruct the occupants' view. The place of the solid screen pillar at each side is taken by a light triangulated metal unit with a glass panel, rigidly supporting the sloping double-panel screen and forming a firm anchorage for the front of the folding hood. Then, again, the glass windows over the doors slide in plated metal channels with anti-rattle linings, instead of in heavy pillars. The rear channel at each side folds down flush into the top of the door when the head and windows are lowered. The windows can, however, be used as side screens, if desired, when the top is folded. The home price of this new Standard coupe is as low as £365, and the body is finished with the durable weather-resisting cellulose paint that was adopted early this year for Standard open cars.

Several important improvements have recently been made in the 15/40 h.p. Humber chassis. The wheelbase has been lengthened by three inches, the wheel track remaining 4 feet 9 inches. Springing has been improved, the rear springs being now underslung, and shock absorbers are fitted to the front as well as to the rear axle. The engine is now mounted on a sub-frame in a flexible manner at four points. The two front points float on enclosed springs around bolts passing through the bearing arms and the sub-frame, while the rear engine arms rest on semi-circular steel trunnion blocks held down by spring-loaded bolts, introducing friction for damping purposes. The result has been to free the car as a whole from the effects of engine vibration at all speeds.

HUDSON SUPER-SIX

COACH
\$3,195



The Greatest Hudsons of All Time and at the Lowest Prices

Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super-Six has stood alone in mechanical supremacy. Basic patents have kept others from copying its motor. The smoothness and long life it gives are exclusive. No motor has yet equaled the Super-Six in smoothness and long, economical car life.

Because of its simplicity, the Super-Six has always enjoyed manufacturing advantages that

permit a lower selling price than is possible with more complicated types.

The Coach has long been acknowledged the "World's Greatest Buy," because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivaled position. They have all the distinction of finest custom-built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Hudson 7-Pass. Phaeton \$2,995. Hudson Brougham \$3,595. Hudson 7-Pass. Sedan \$3,995.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY

LIGHT

ELEGANT

ROOMY

FIAT

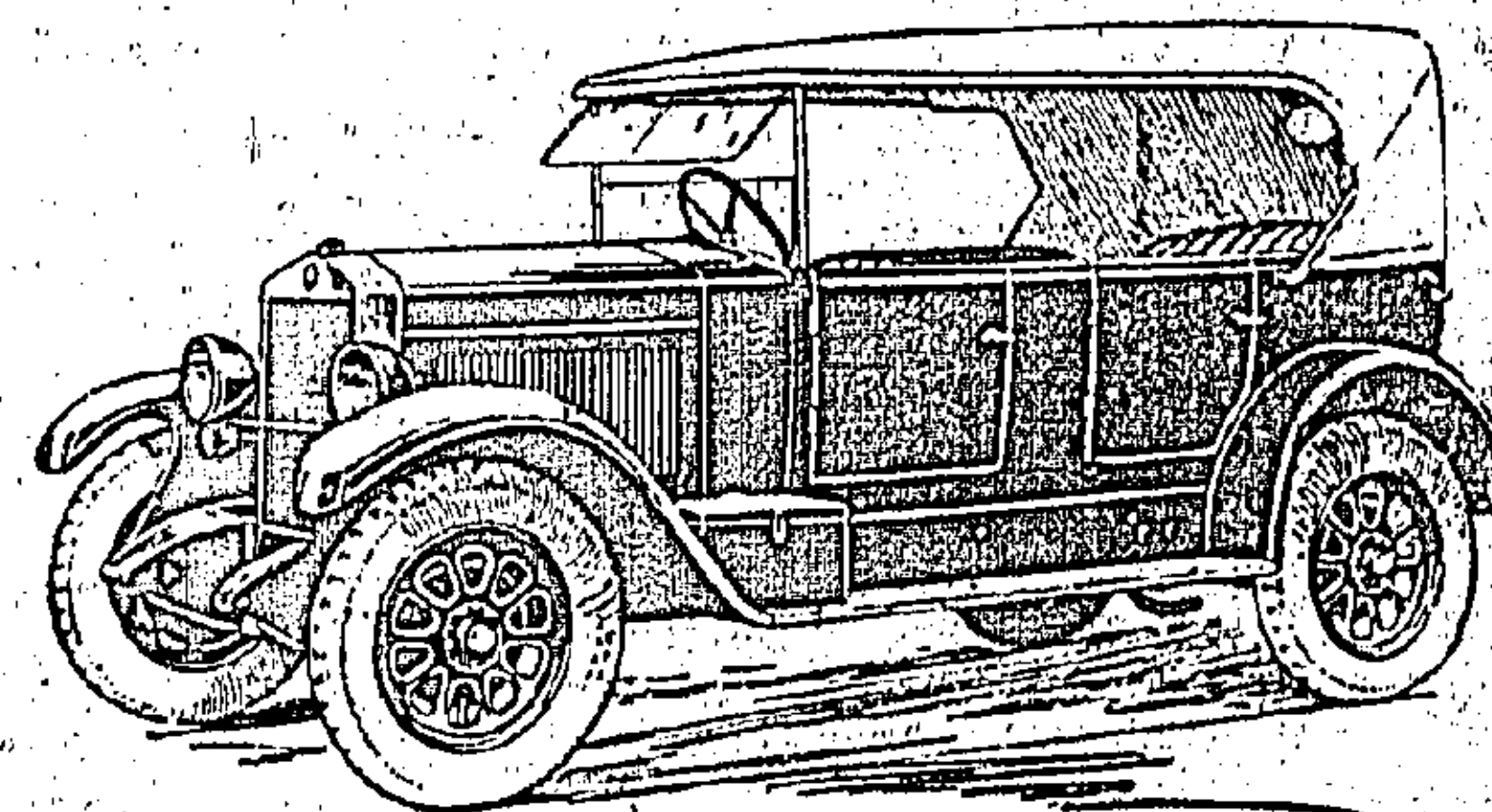
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MODEL 503

SIX MONTHS SERVICE GIVEN FREE



SIX MONTHS SERVICE GIVEN FREE

15/30 HORSE POWER

Prices—5 seater "Torpedo de Luxe"	H\$3150.00
5 " "Torpedo Sport"	H\$3000.00
5 " "Saloon"	H\$3600.00
2 " "De Luxe"	H\$3000.00
2 " "Coupe with Dicky"	H\$3500.00

A CAR DE LUKE

Me al Frame Body, Balloon Tyres

FIRST SHIPMENT SOLD OUT. SECOND ARRIVING SHORTLY.
SPARE PARTS CARRIED

For particulars apply to:—

Messrs. Societe Italiana Imp. Esp. Estremo Oriente, Ltd.
Managers:—

A. GOEKE & COMPANY,
3rd Floor, China Building.

Tel. C. 2221.

Tel. C. 2221.



WEEKLY MOTOR WANTS



NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 30 words. 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (46113-42). Cash \$4,200, no offers. On view at Dragon Garage, Happy Valley.

BUICK.—6-cylinder. 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

INDIAN.—Combination 7.5 h.p. electric lighting complete. Just been overhauled. \$175.00. Apply Sergrts. Mess, H.M.S. "Tamar."

HUDSON.—6-cylinder. 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

DODGE.—Touring, 6 passengers 1926 Model, "Dodge" car, for \$2,100. Perfectly new and in excellent condition. It is a private car driven by the owner. Mileage about 400. Owner wants to buy a smaller car. Will not consider offers. Apply Antonio F. Batalha—Expedients Sinico—Macau.

HUDSON SUPER-SIX. (No. 673206) Latest Model 7-passenger Touring. Low mileage. Owner-driven. Still on original tyres. \$300.00 worth of special equipment. 29.40 h.p. engine (R. A. C. Rating). Guaranteed in superb condition. Owner going on leave. A bargain at \$2,500. Box No. 2, care of "Hongkong Telegraph."

NEW RALEIGH solos fitting Lucas lighting, speedometer, ammeter and horn from \$485 and spare parts. 1925 O.H.V. Matchless & Henderson combinations. Douglas and Scout solos. Apply Motor Cycle Exchange K.655.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473, care of "Hongkong Telegraph."

MORRIS COWLEY.—11.9 h.p. 2-seater Roadster with dicky, two wheel brakes 1925 model. In use 6 months, owner driver, under 2000 miles. Owner buying a 4-seater. Apply H.K. Hotel Show Room for appointment.

WANTED.—Experienced and careful chauffeur. Apply Box No. 21 care of "Hongkong Telegraph."

WANTED.—Second-hand English car, small type. Owner driven preferred. Send particulars to Box No. 20 care of "Hongkong Telegraph."

BUYERS' GUIDE

MOTOR CARS

AUSTIN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Rd. C. 4759.
AUBURN.—Universal Auto Supply Co., Asiatic Bldg. C. 4915.
BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd., 33 Des Voeux Road C. 1036.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
ESSEX.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD.—Andrew Harper, 6 Queen's Road. C. 4895.
G. W. K.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C. 290. Road, Happy Valley. C. 1247.
HUDSON.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. C. 4895.
LINCOLN.—Andrew Harper, 6 Queen's Road. C. 4895.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4755.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C. 4759.
SINGER.—Gilman & Co., Ltd., H.K. Bank Bldg. Tel. C. 290.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.
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MOTOR TRUCKS

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FORDSON TRACTOR.—Andrew Harper, 6 Queen's Road. C. 4759.
GRAHAM BROTHERS.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd., Happy Valley. C. 1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4755.
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MOTOR CYCLES

A. J. S.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C. 1067.
DOUGLAS.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
HARLEY-DAVIDSON.—The Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.
INDIAN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
MATCHLESS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PUCH.—Leyceco China Co., Ltd., Bank of Canton Bldg. C. 1221.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
TRIUMPH.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.

TYRES AND ACCESSORIES

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
DUNLOP TYRES.—Dunlop Rubber Co., Hotel Annexe Bldg. C. 4554.
IRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
GOOD YEAR TYRES.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.
IGHELIN TYRES.—Europe-Asia Trading Co., Pedder Building. C. 3438.
IGHELIN TYRES.—John Gibbs & Co., Bank of Canton Bldg. C. 704.
RESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C. 4759.

HINTS FOR THE MOTORIST BY ALBERT L. CLOUGH

FIRE PREVENTION IN THE GARAGE.

Here are a few suggestions as to safeguarding the garage against fire: If artificial heat is provided, the apparatus should be so arranged that the fire is entirely outside the garage itself, where no gasoline vapours can, by any possibility, reach it, the only exception being that portable electric, gas or oil heaters, of approved type and construction, having wire gauze or other effective protective enclosures around the heat source, may be used within the garage in the absence of a safer method.

GOOD HOUSEKEEPING IS VITALLY IMPORTANT.
Drip pans should be provided under each car to catch escaping oil and gasoline and prevent it from soaking into the floor, and they should be emptied and cleaned out frequently. In case of spillage of combustible liquid, it should at once be soaked up with sawdust, which should immediately be removed. Oily waste or cloths should be kept in a covered metallic receptacle and not allowed to lie around. Car power plants and underparts should be kept free of oil and grease—kerosene and not gasoline being used for cleaning purposes.

SPILLED GASOLINE THE GRAVEST DANGER.
If there is even a possibility of leakage at the carburetor, shut off

the tank supply before leaving the car and do not tolerate any gasoline escape from any part of the fuel system. The odour of gasoline becomes very strong before any serious danger is created by the presence of its vapour and when it can be smelled strongly in a garage, use extreme care.

OPEN LIGHTS ARE RISKY.

Electric lamp bulbs on extension cords, should be in vapour-tight enclosures, fitted with wire guards. If a garage is without electric service, a flashlight is the only safe substitute. Matches and oil lanterns are not safe and should never be used unless gasoline vapour is known to be absent.

ELECTRIC HAZARDS.

Avoid the occurrence of electric sparks and carburetor backfires; if gasoline has been spilled around a car, as by a flooding carburetor. This includes sparks from detached plug-cables and from the starter-switch or other points where an electric circuit is broken. Defective insulation, with its possibility of establishing short-circuits, creates a fire hazard.

FIRE-FIGHTING EQUIPMENT.

At least one carbon tetrachloride fire extinguisher should be permanently kept in every garage. This kind is superior to the soda and acid variety as it will not freeze. Sand and flour are good for extinguishing gasoline fires, but sand thrown into the mechanism of a car, works havoc with it unless cleaned out at great outlay of labour.

Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.

SHORT LIVED PISTON-PINS.

Question:—What can I do to keep the wrist-pins tight in the engine of my car, which have become loose after 5,000 miles of service? If I should install oversize pins, how long do you think they would remain tight? I understand that all engines in this model of car have given wrist-pin trouble.

Answer:—We have never previously had a complaint of this kind relating to this engine. These pins are of ample size, they are free in both the connecting-rod and piston bosses, thus distributing the movement over very large bearing surfaces, should be copiously lubricated from the oil splash out of connecting-rod big-end bearings and ought to give long service. Possibly oil distribution to the external surfaces of the pin, might be improved by cutting additional oil-ways and making additional drill holes in the pin itself, to let through the oil scraped from the cylinder walls. You had better write to the factory and see if they have improved their pins as to lubrication or otherwise. Fitting oversize pins would, of course, eliminate present looseness, but if the new pins are like the old ones and used under the same conditions, longer life for them could hardly be expected.

RECORD PRODUCTION

CANADA'S AUTOMOBILE INDUSTRY IN 1925.

Ottawa.—A record production was attained in the automobile industry in Canada in 1925 according to an official statement just issued. In that year the 11 automobile factories in Canada produced 124,458 passenger cars, 22,144 trucks and 15,368 chassis, a total of 161,970 cars which was an increase of 22 per cent. over 1924, and 10 per cent. above the figures for 1923, the previous best year. The total value of production including some parts and repair work was \$110,835,380 as compared with \$88,489,413 in 1924. Capital employed amounted to \$74,678,451, an increase of nearly 23 per cent. Employment was afforded to 19,301 persons including 1,506 on salary and an average of 8,705 wage-earners. Payments in salaries and wages totalled \$17,249,270 as compared with a corresponding figure of \$14,219,137 in 1924. Export shipments totalled \$39,417,614, an increase of eight millions over 1924 and two millions over 1923, the previous best year.

CHECKING SPEEDING IN NEW YORK.

NOVEL NEW YORK PLANS ANNOUNCED.

Dr. Louis I. Harris, Health Commissioner for the City of New York, has just announced two novel undertakings planned by his department in an attempt to reduce reckless driving by motorists in the city. Drivers habitually convicted of recklessness will be forced to undergo sanity tests, in an effort to determine whether their offences were due to "more callousness to the sacredness of human life or to their suffering from an inferiority complex which prevents acting promptly in an emergency."

The other scheme, which it is hoped will check reckless motorists, is the erection at pivotal points of monuments to children who have been killed in motor accidents. On the monuments, Dr. Harris says, will be posted weekly records of deaths in each locality so that the tragedies of reckless driving will be "dramatised" and brought home to motorists.

SINGER SUCCESS.

PROGRESS AND PERSONALITY.

A study of the history of the leading firms in British industry will frequently point out the enormous progress made under the leadership of some particularly outstanding personality. In no case is this more clearly proved than in the motor industry, where to-day the names of some of the world's most famous cars are synonymous with those of individuals who have been largely responsible for their present reputations.

A good instance of this is to be found in Singer & Co., Ltd., of Coventry, which, under the presiding genius of Mr. A. J. Bullock, is enjoying an ever-increasing demand for its cars, both at home and overseas. Mr. Bullock's personal energy is proverbial, and there are probably few managing directors who can boast of arriving regularly at work at 8.30 a.m. daily and not leaving till 6 p.m. It was in 1909 that Mr. Bullock joined the Singer Company, as works manager, and in those days the capital of the company consisted of 50,000 £1 shares, the market price of which was probably 3s. each. To-day the shares number 266,000, and are worth over £2 each. No additional capital has been called for from the public, and the company's property and assets have multiplied many times over.

The Singer model in the greatest demand is the 10/20 h.p. 4-cylinder model, which, in the hands of owner-drivers in many parts of the world, has been proved to combine the qualities of reliability, sturdiness and comfort at an economical first cost. The engine is lively enough to compete successfully with a closed body, and the petrol consumption of 35-40 m.p.g. ensures low running expenses.

The other Singer model now in production is the 14/34 h.p. 6-cylinder, which, when shown at the last Olympia Show, attracted a considerable amount of attention and is now selling well both at home and overseas.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

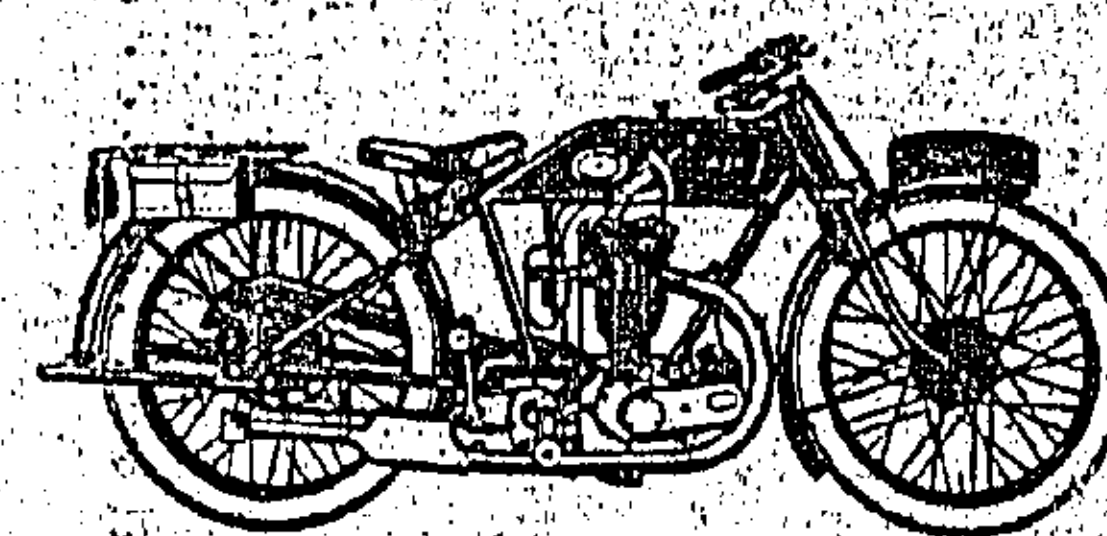
A Few Advantages:—

10% Off Motor Car Insurance
5% Off Gasoline Bill
Free Legal Advice
Free Mechanical Advice
Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership etc. to
MR. P. M. HODGSON,
Hon. Secretary,

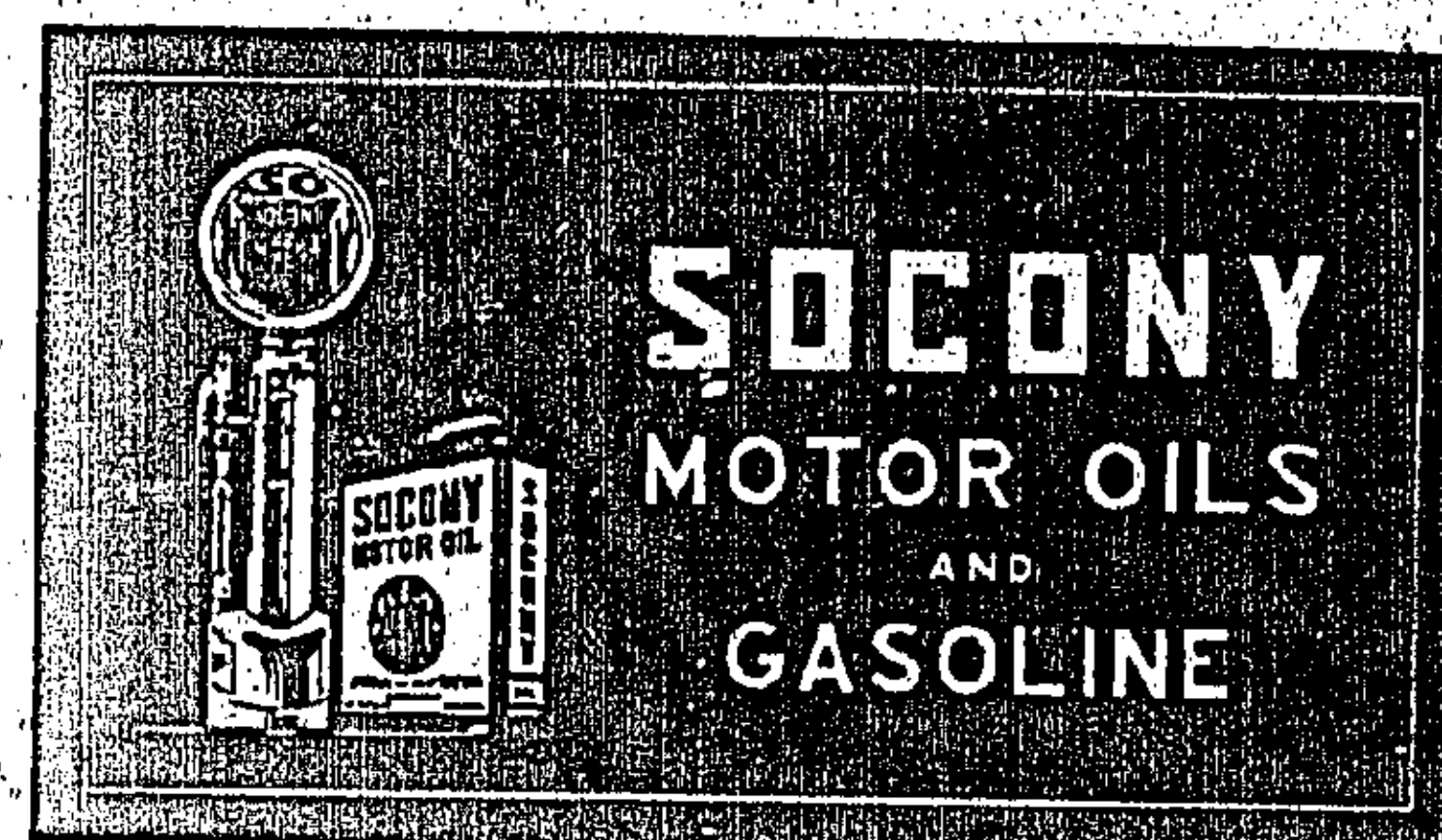
Bank of China Building.

A. J. S. Motor Cycles



Stock Carried.

ALEX. ROSS CO. (CHINA), LTD.
Bank of China Building and 1A, Chater Road.



CHINA UNDERWRITERS, LIMITED.

FOR ALL CLASSES OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE: ST. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C. 1121-2

The new MICHELIN "COMFORT" low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for MICHELIN "COMFORTS."

Authorized Michelin Agents,
J. GIBBS & CO.
BANK OF CANTON BUILDING, FIRST FLOOR.
Phone C. 704 and C. 4532.

SHELL
Its real merit lies in its power service

READY for every emergency—quick on the "pick up," power for the steepest grades and heaviest loads, and unbounded speed for the long stretches. Shell combines all the essentials of the perfect motor fuel.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

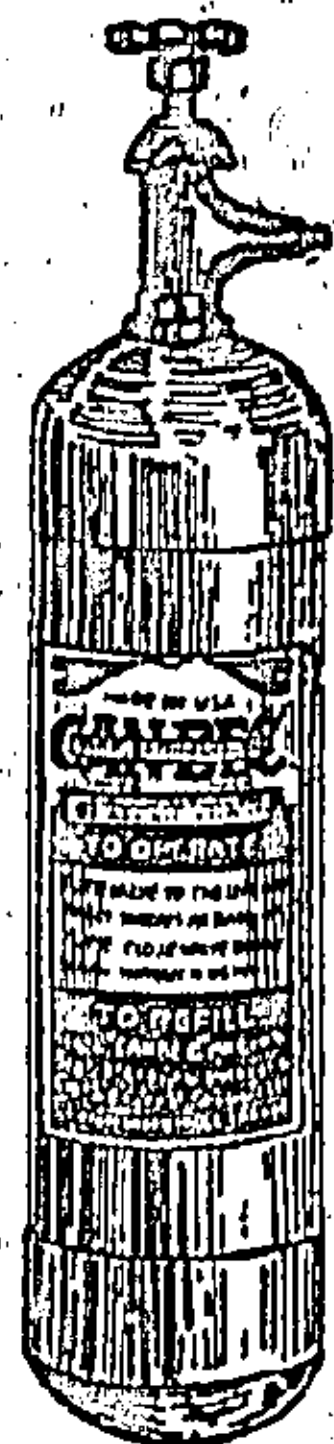
Could You Save It?

If your car caught fire, could you save it?

Allow the

CAN BEC

Fire Extinguisher to solve the problem for you.



Weights only 6 lbs. and is the ideal form of protection for motor cars motor boats etc.

Demonstration any time.

STOCKS CARRIED

— by —

SHEWAN TOMES & CO.

Tel. C. 781. Import Dept.

TRUCK GOES A-FISHING.



Fishing is so good at times in Oregon, that the modern fisherman takes a truck, instead of a canoe. Here is seen a big catch of smelt being loaded for market.

THE AUSTRALIAN MARKET.

FIELD FOR BRITAIN.

The *Autocar*, in dealing with the Australian market for motor cars, says:

The Australian Prime Minister (Mr. Bruce), in a recent speech to the Australian Association of British Manufacturers and their representatives at Melbourne, in emphasizing the wishes of his fellow-citizens of the Commonwealth, said that Australia was

now the best market in the world for motor cars, and it passed his comprehension why Great Britain was leaving that trade to a foreign country and to one of the sister Dominions. In 1924 (the continued) the U.S.A. produced 3,500,000 motor cars, while Great Britain produced 133,000. The export of cars by the U.S.A. was 178,000, and by Great Britain 15,000. Of the cars disposed of by Great Britain in her export trade, 83 per cent. were being taken by the Dominions.

In 1923-24 Australia imported 70,478 chassis, and in 1924-25 similar imports amounted in value to £11,500,000. Great Britain's contribution towards this total amounted only to 12 per cent., though it represented 53 per cent. of her own motor car exports the balance of 88 per cent. coming mainly from the United States and from Canada.

As a sidelight upon the increasing activities of British manufacturers in the Dominion market, it is interesting to record that in Johannesburg alone no fewer than 18 British makes are directly represented by agents.

Studebaker

STANDARD
SIX

The World's Most Powerful Car
of its Size and Weight

On the Dairy Farm or Shaukiwan hills in swift get-away and flashing pickup—the abundant power of the Standard Six is a constant source of pleasure. And because its power is derived from a generous-sized engine instead of a small over-worked high-speed engine, it performs without strain and consequent wear.

AN ECONOMICAL CAR TO OWN

Low in first cost due to savings effected by One Profit manufacture, which enables Studebaker to offer you a better car at a lower price.

Low operating cost because of the high quality of material and workmanship used in its construction. For several years Studebaker repair parts sales have averaged only \$18.00 per car per year.

STUDEBAKERS ARE BREAKING IN WHEN
OTHERS ARE BREAKING UP

Before you buy a car consult our friends—Studebaker Owners—and ask us for a demonstration on a

Studebaker

THE HONGKONG HOTEL GARAGE
(THE HONGKONG & SHANGHAI HOTELS, LTD.)

Car Sales & Accessories Phone Central 4759. Service & Replacement Parts Phone Central 4602.



Buick is the only car with the *sealed* chassis and the *triple-sealed* engine

No other car, regardless of price, accomplishes the completeness of protection for operating parts now found in the Better Buick.

Dirt causes wear! So Buick has sealed all its operating units behind iron or steel housings. This is the famous "Sealed Chassis." It keeps dirt and wear out, lubrication in!

And in addition, every bit of air, oil and gasoline used by the engine now is cleaned! Air cleaner, gasoline filter and oil filter are now added to Buick's famous protection against wear. This is the "Triple-Sealed Engine!"

You cannot find the same completeness of protection on other motor cars. Look for it before you buy. It means long life and reduced upkeep.



the *Better* Buick

The Hongkong and Kowloon
Taxicab Company, Limited.

33-35, Des Voeux Road ... Tel. C. 1030.

Announcing
the *new* "70"
WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

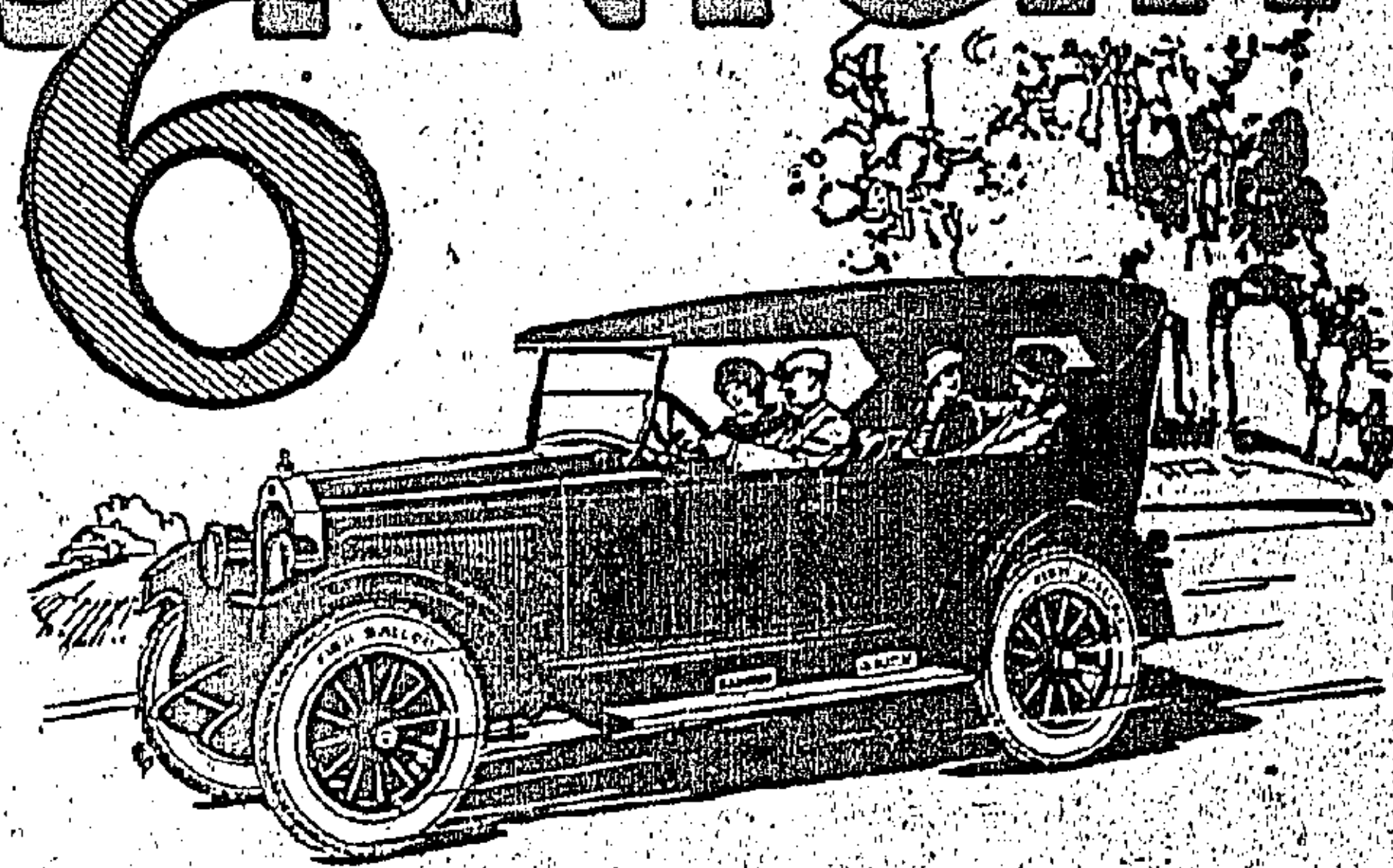
In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Other Distinctive Features

Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

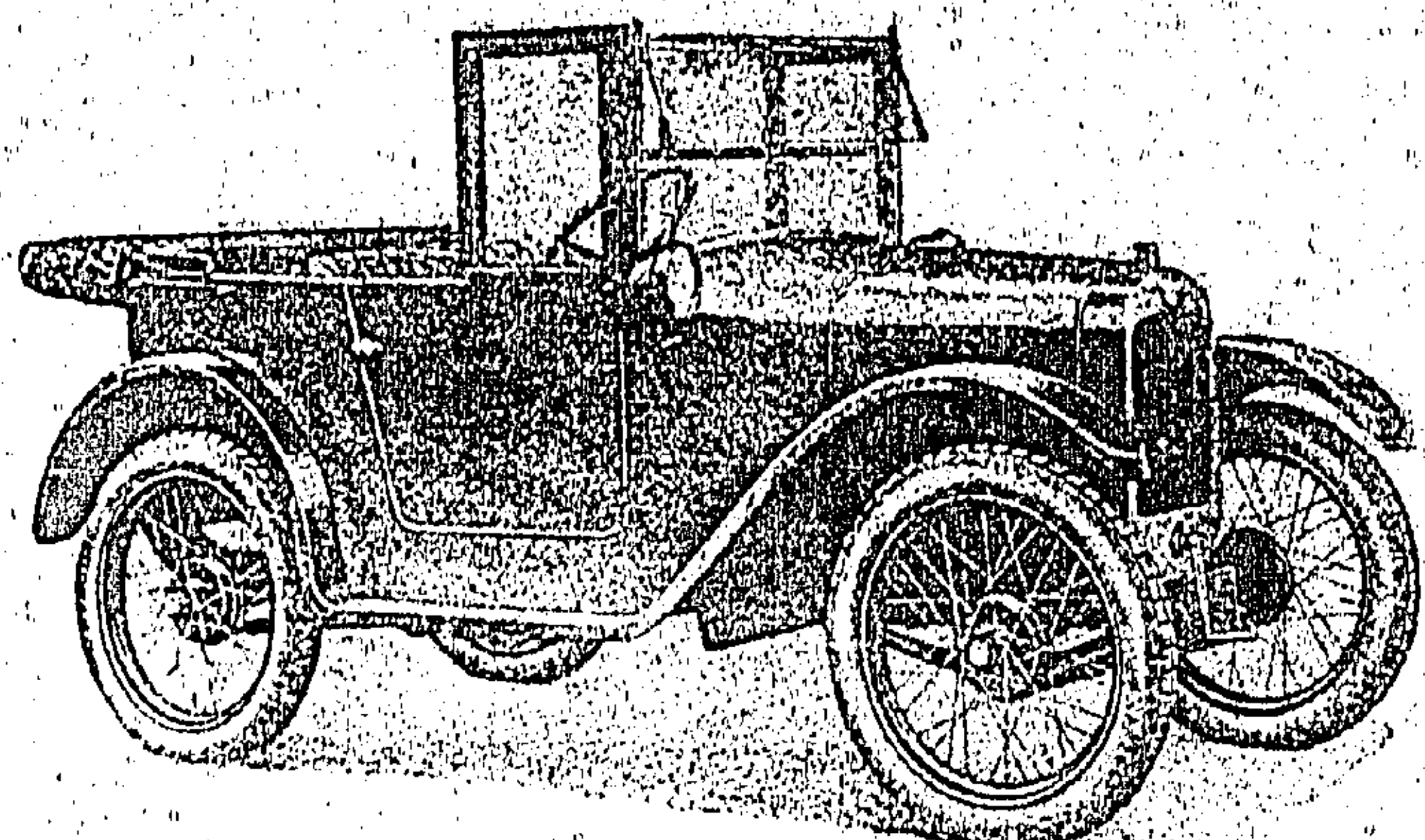
A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you have a comforting sense of security such as you have rarely experienced in any car. The ease of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction. A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

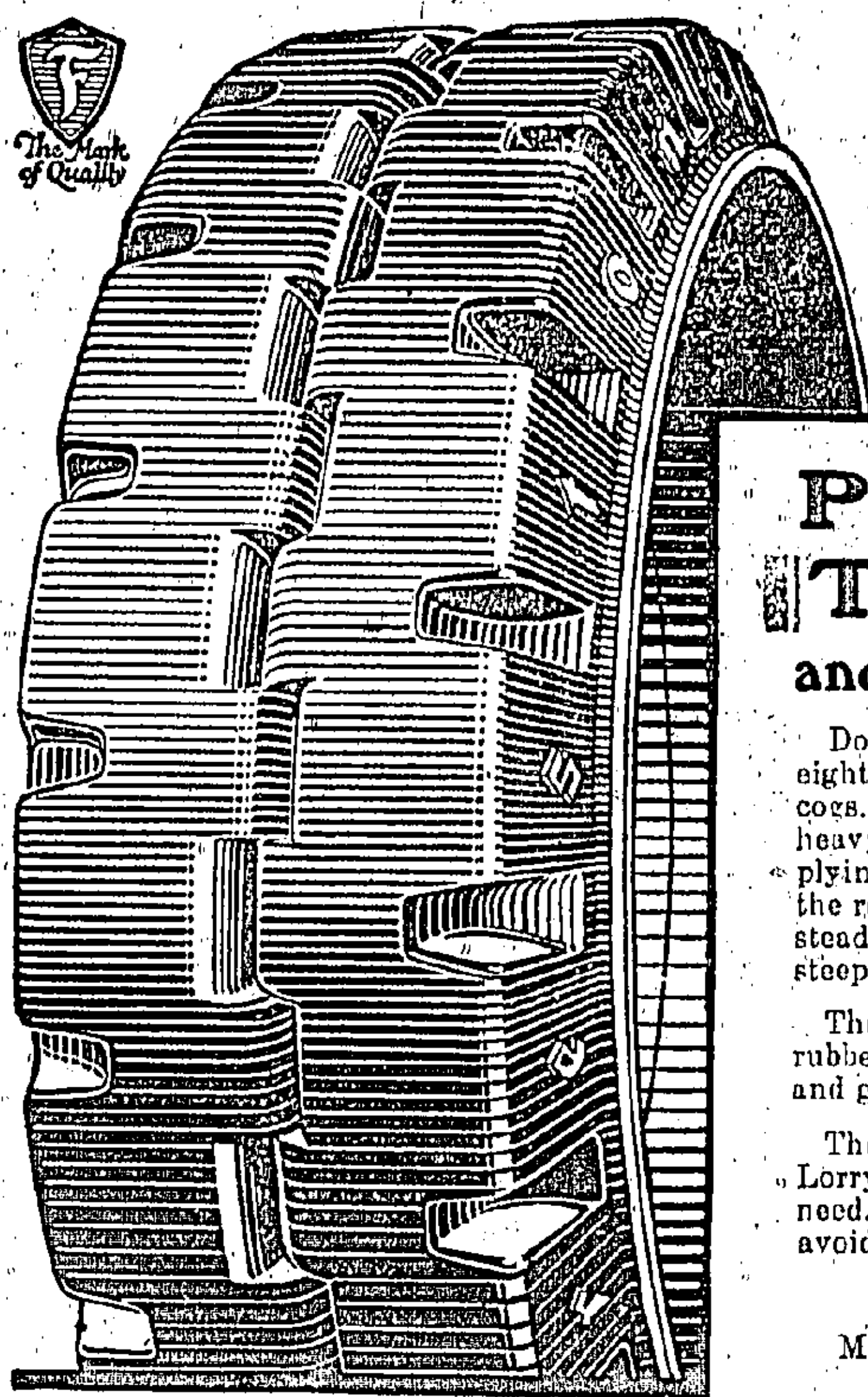


Full Particulars from:
THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road, Central.

THE 1926 "AUSTIN SEVEN"



First Shipment sold on arrival. Second shipment due July 6th.
Alex Ross & Co. (China), Ltd. Bank of China Building.



Powerful Traction and Long Mileage

Double Traction Tyres with eighty powerful road-gripping cords are for the big lorries of heavy loads and hard pulls. Applying every ounce of power to the road, these massage tyres ride steadily over soft ground or up steep inclines.

The big volume of tough, lively rubber absorbs road vibrations and gives extra wearing depth.

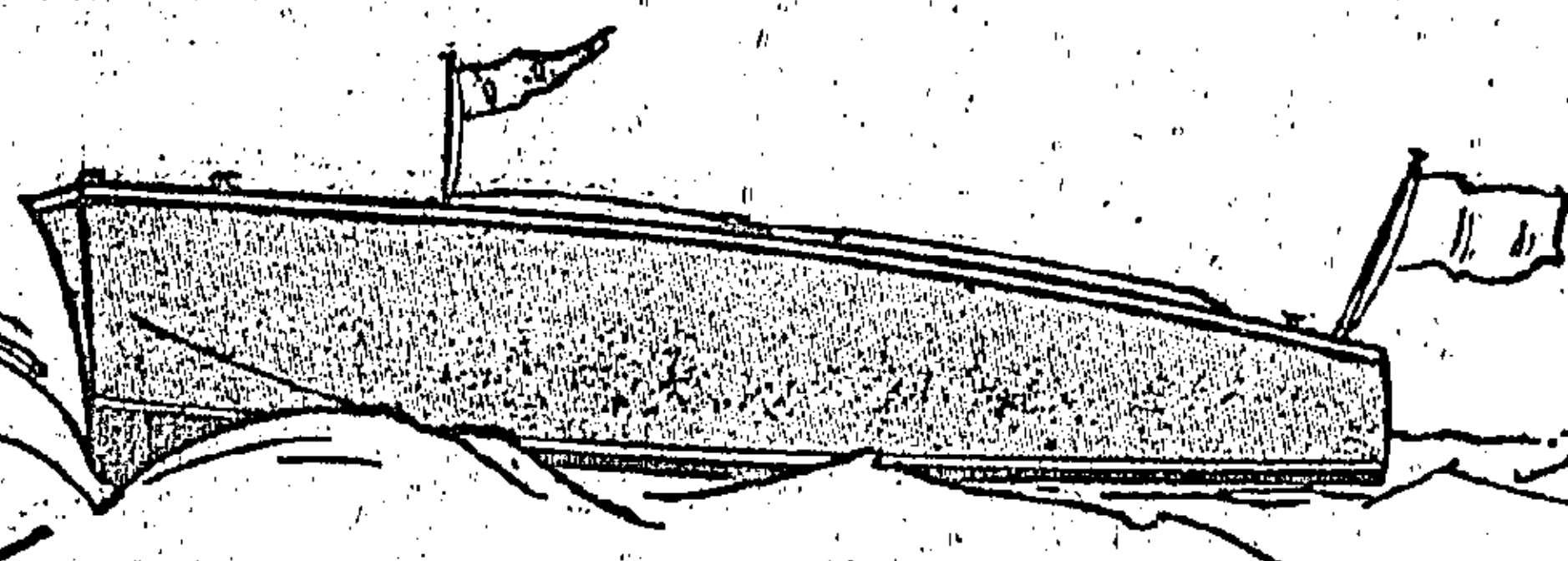
There is a specialized Firestone Lorry Tyre for every hauling need. Equip with them and avoid delays.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO., LTD.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C. 124F or 1247

16 KNOTS



AILSA CRAIG

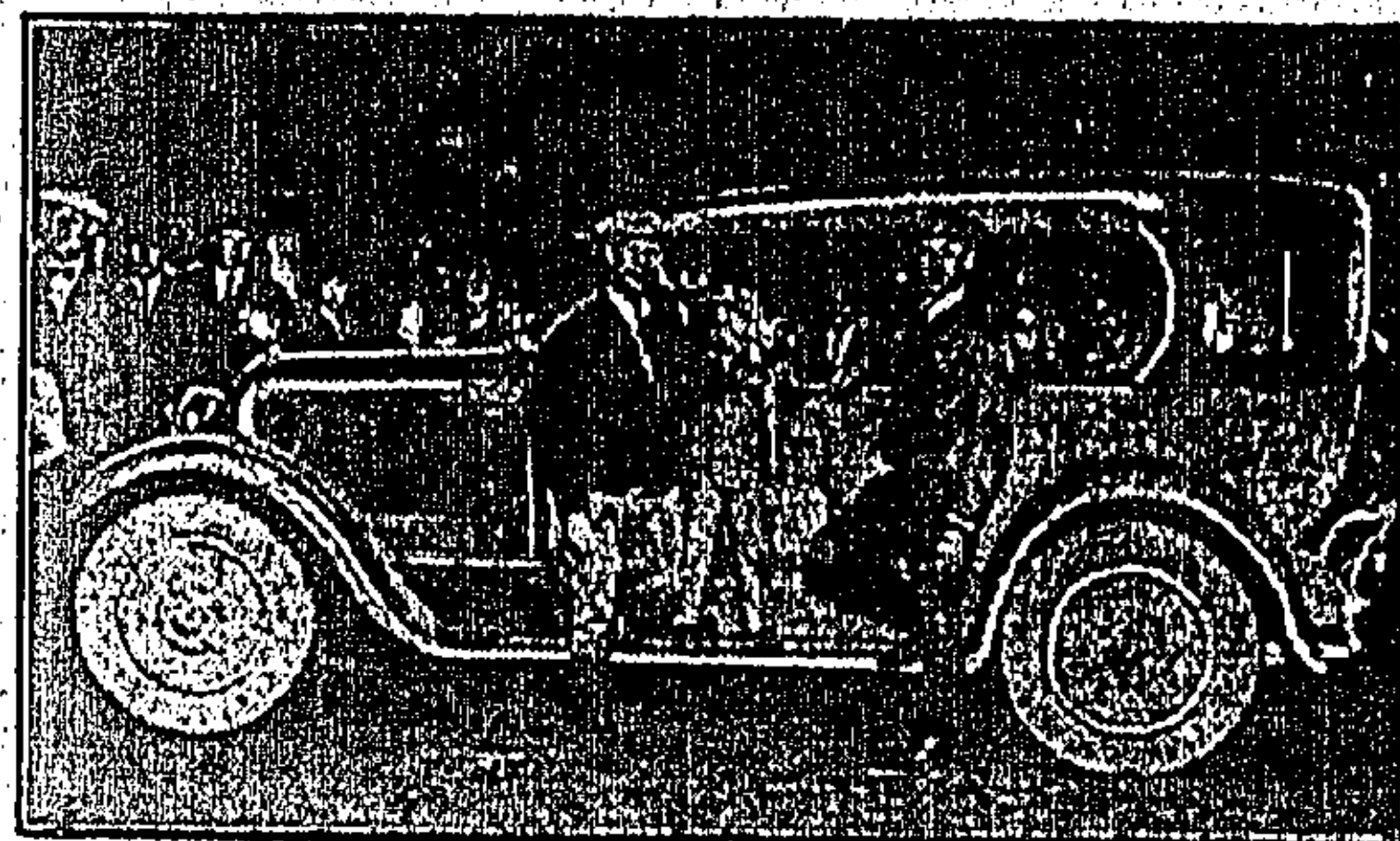
FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD. Sole Agents.

LEAVES FASTEST TRAIN FAR BEHIND.



Studebaker "Sheriff" car makes fastest time ever attained by man in overland travel between Los Angeles and Salt Lake City.

Leaving the swiftest railroad train far behind and establishing the fastest overland travel record ever accomplished between Los Angeles and Salt Lake City, a Studebaker "Sheriff" automobile recently made the upgrade from the Pacific to the Utah plateau in 16 hours, 17 minutes.

Only the car mail planes, which know no hills, no turns, no muddy roads, have beaten that time.

Abb Jenkins of Salt Lake City established the record, which is 8 hours, 20 minutes faster than the previous record and 3 hours, 45 minutes faster than ever travelled between the two towns by car on the reverse trip, which has the advantage of being from the plateau down to sea level. The new time is also 8 hours, 9 minutes faster than the speediest railroad schedule.

The car had gone only 1,000 miles before the 765-mile run. Its average speed, elapsed time included, was 47.8 miles an hour. No additional water and less than

a quart of oil were required on the journey. Gasoline consumption was 14 miles to the gallon.

Mr. Jenkins' log of the trip shows a heavy rainstorm near San Bernardino; more rain near Barstow; detouring for a bridge and two bad road sections; considerable road without gravel surfacing; more rain in a series of miniature cloudbursts between Las Vegas and St. George. From Los Angeles to Cedar City, Utah, the car rose from sea level to an altitude of 6,220 feet.

Mr. Jenkins turned the Western Union time sheet confirming his time over to Al de Garmo, air pilot, who was making his initial trip over the new route running from Salt Lake City to Los Angeles. So it happened that this Western Union time slip made the fastest time ever attained between Los Angeles, Salt Lake City and back to Los Angeles, a total of 23 hours, 17 minutes. This pleased de Garmo, for he also is a Studebaker owner.

TYRE TIPS.

HOW PERIODIC ATTENTION WILL PAY.

The rise in the price of crude rubber and Secretary Hoover's request for increased mileage per tyre has led the manufacturer's division of the Rubber Association of America to prepare suggestions which, if heeded, will enable the motorist to get the greatest possible mileage from his tyres. These suggestions are not only of value to the motorist but to the trade as well, for increased mileage per tyre means a certain amount of repair work for the service station. Higher prices will influence many motorists to take greater interest in the economical use of tyres and the service station can help in this respect by rendering the service necessary to obtain greater economy. The majority of motorists do not need to be educated half so much as they need to be reminded because familiarity breeds contempt. The "tyre tips" of the rubber association given below if put into practice should prove to be of considerable value.

Inflation.—Learn the correct air pressure of your tyres and check it with a gauge every few days. Remember that four pounds loss in a balloon tyre of a certain size, for which the correct pressure may be 30 pounds, is just as serious as the loss of two or three times that much in a high pressure tyre of corresponding size.

Overloading.—Avoid overloading and when it is absolutely unavoidable, help the tyre to handle the extra load by putting in more air. If the overloading is likely to be continuous, change your tyres for larger ones.

WHEEL IRREGULARITIES.

Tread Wear.—Anything which causes a tyre to drag with more or less side motion, instead of running true, will grind the rubber tread away faster than is normal. Check your car over to see whether you are losing service because of any of the various forms of wheel irregularities. These include misalignment, improper camber, wobblers, etc.; and may result from a bent axle, a bent steering knuckle, loose wheel bearing, a broken spring, a bent spindle or rim unevenly placed on a wheel. A brake which drags will cause rapid tyre wear also.

Skid Chains.—See that your chains are not too tight. Tight chains gouge into the tread and fabric carcass of the tyres. Chains should always be so mounted as to permit them to creep on the tyre.

Tread Cuts.—Sharp stones and pieces of glass, tin or other sharp edges will cut into the toughest kind of a tread. The natural flexing action of the tyre enlarges such cuts. Road dirt and moisture enter and eventually causes separation of the rubber tread from the fabric carcass of the tyre.

Side Wall.—Scraping a tyre against kerbs, when turning a corner or when parking will wear the rubber off the side wall and expose the fabric carcass. Water and dirt then enter and rapid destruction results. Such side wall injuries ought to be repaired promptly by an experienced vulcanizer.

Rims.—Take a careful look to see that your rims are not causing you the loss of some service from your tyres. Make sure they are true so that the tyre runs without a wobble. See that the flanges are not bent or badly rusted, which might cause them to chafe the side of the tyre.

Stone Bruises.—Probably no one thing causes tyres to be scrapped before they have given full service more than a break or crack in the fabric body of the tyre, commonly called a "stone bruise." This is usually the result of the fabric of the tyre being forced sharply down against the steel rim. Most of such accidents can be traced to your tyres not being sufficiently inflated or your striking some projection or obstacle on the road at high speed. Striking the kerb sharply when turning a corner or turning around in the street is also responsible for many stone bruises. Usually the tyre can be saved if such injuries are promptly repaired by a good vulcanizer.

Improper use of brakes is another frequent cause of excessive tyre wear. If the brakes do not engage evenly, the braking power is reduced, as one wheel must retard the motion of the car. Increased pressure in applying will slide that wheel before the opposite brake takes hold. When a wheel slides, rubber is ground from the tread as indicated by the black line appearing on the pavement. This may represent a loss of several miles of tyre wear and the same effect is produced when brakes are jammed on suddenly or engaged harshly. An efficient driver uses his brakes cautiously. But regardless of whether they are used frequently or seldom, tyre mileage is greatly increased by stopping a car quickly without sliding the wheels.

At the commencement of this year there were approximately 58,000 cars in use in South Africa.

A New

Light Weight Overland

The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.

Speed, over 55 miles per hour.

Acceleration, 5 to 30 miles in 13 seconds.

28 or more miles to the American gallon.

250 miles to quart of oil.

20,000 miles to a set of tyres.

Four wheel mechanical brakes.

Irreversible Steering.

56 inch tread.

Conventional springs.

29 x 4.40 Cord Balloon tires.

Engine developing 31 horsepower.

Remarkable acceleration.

Low hung body of very pleasing lines.

Finished in Blue lacquer.

Ample room for passengers.

Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS WILL ARRIVE SHORTLY

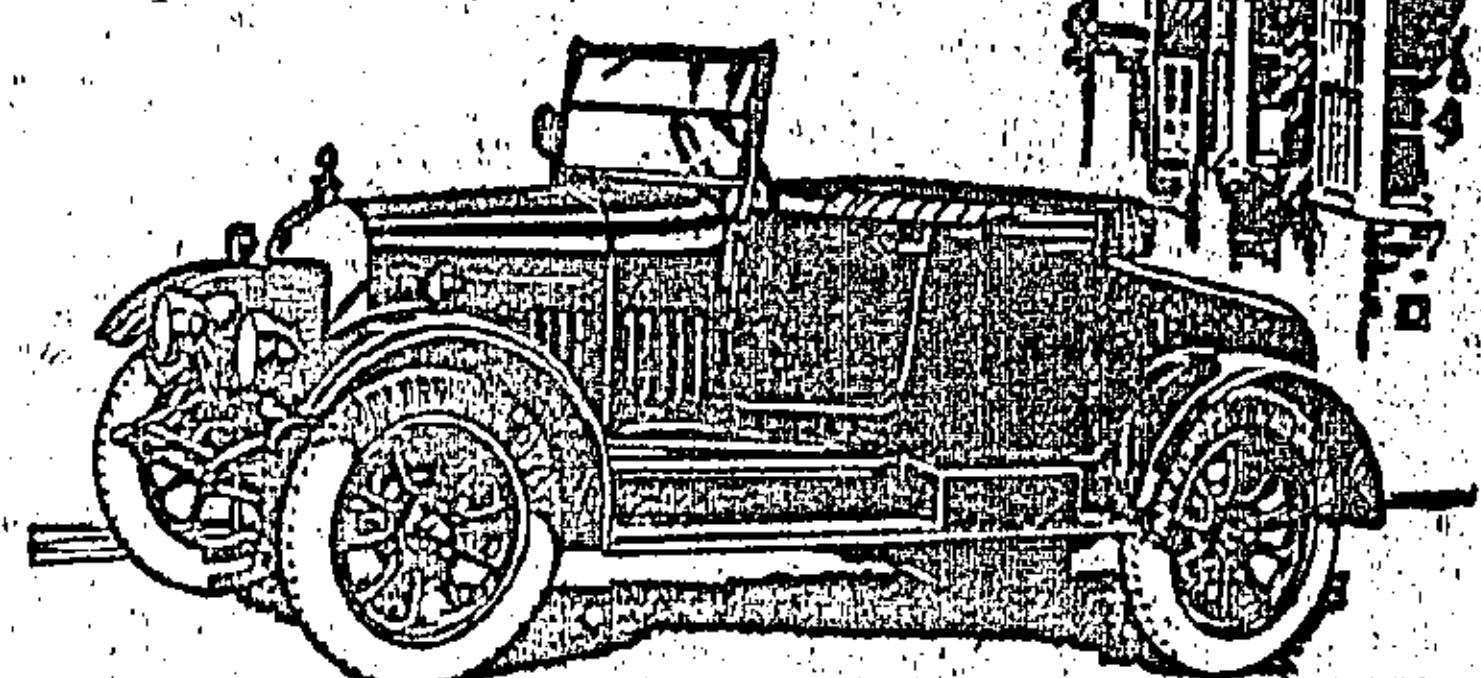
Full Particulars from:—

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road Central.

MORRIS Cars

REDUCED PRICES, BETTER VALUE



(BRITISH MOST POPULAR LIGHT CAR)

MODELS IN STOCK	NETT HONGKONG PRICE
MORRIS-COWLEY (2 SEATER-WITH DICKET) & 4 WHEEL DRIVES	£212 0 0
" " Touring (4 SEATER-4 WHEEL DRIVES)	£234 10 0
MORRIS-OXFORD Touring (4 SEATER-4 WHEEL DRIVES)	£305 0 0

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)
CAR SALES & ACCESSORIES } Phone C 4759 SERVICE & PARTS } Phone C 4602

Last year 1,225 motorcars were stolen in Montreal, and of those 629 were recovered. Low-priced cars seem to be the thieves' favourite prey, nearly 700 of one make in this category being stolen.

In Trinidad tremendous strides have been made in petroleum production during the past few years. In 1908 the total output was 6,000 gallons, while in 1924 nearly 142,000,000 gallons of oil were produced. Sixteen companies, with a total share capital of about £14,000,000, are engaged in the exploitation of oil in this colony.

A HINT.



A piece of wire attached to the spout of an oil can makes it reach into otherwise inaccessible places. This is done by fitting a cork over the end of the spout and setting the wire into the cork alongside the spout. When oil comes out, it follows along the wire to the outer end.

LEAD THE WAY

ON A
B. S. A.THE UNDISPUTED LEADER.
WITH
AN UNEQUALLED RECORD FOR
RELIABILITY.NOTE OUR LOW PRICES
OF MODELS IN STOCK

2.49 H.P. Solo, Acetolene Lighting	\$350.00
3.49 H.P. " " " "	\$450.00
3.49 H.P. " Electric " " "	\$500.00
3.49 H.P. OHV. Solo, Acetolene Lighting	\$525.00

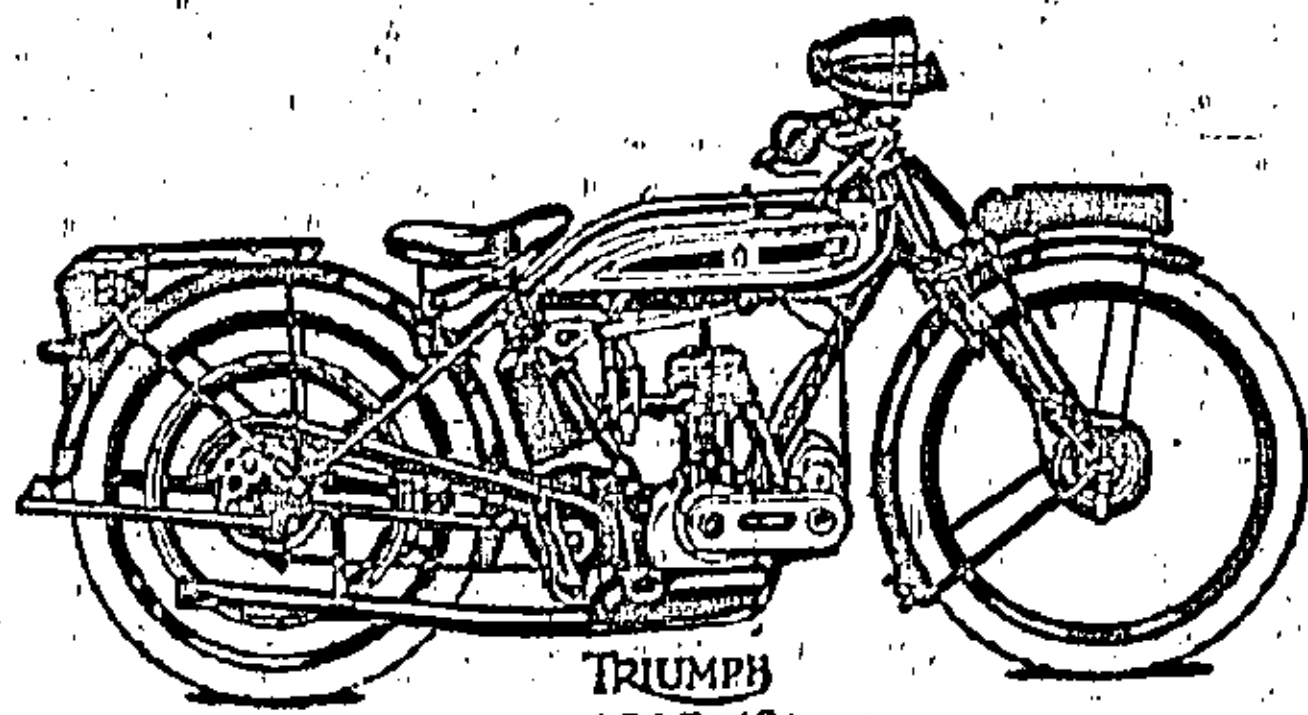
IT PAYS YOU TO BUY THE BEST.

Call & See us before deciding on your next mount

THE SINCERE Co., Ltd.

Sole Agents.

TRIUMPH

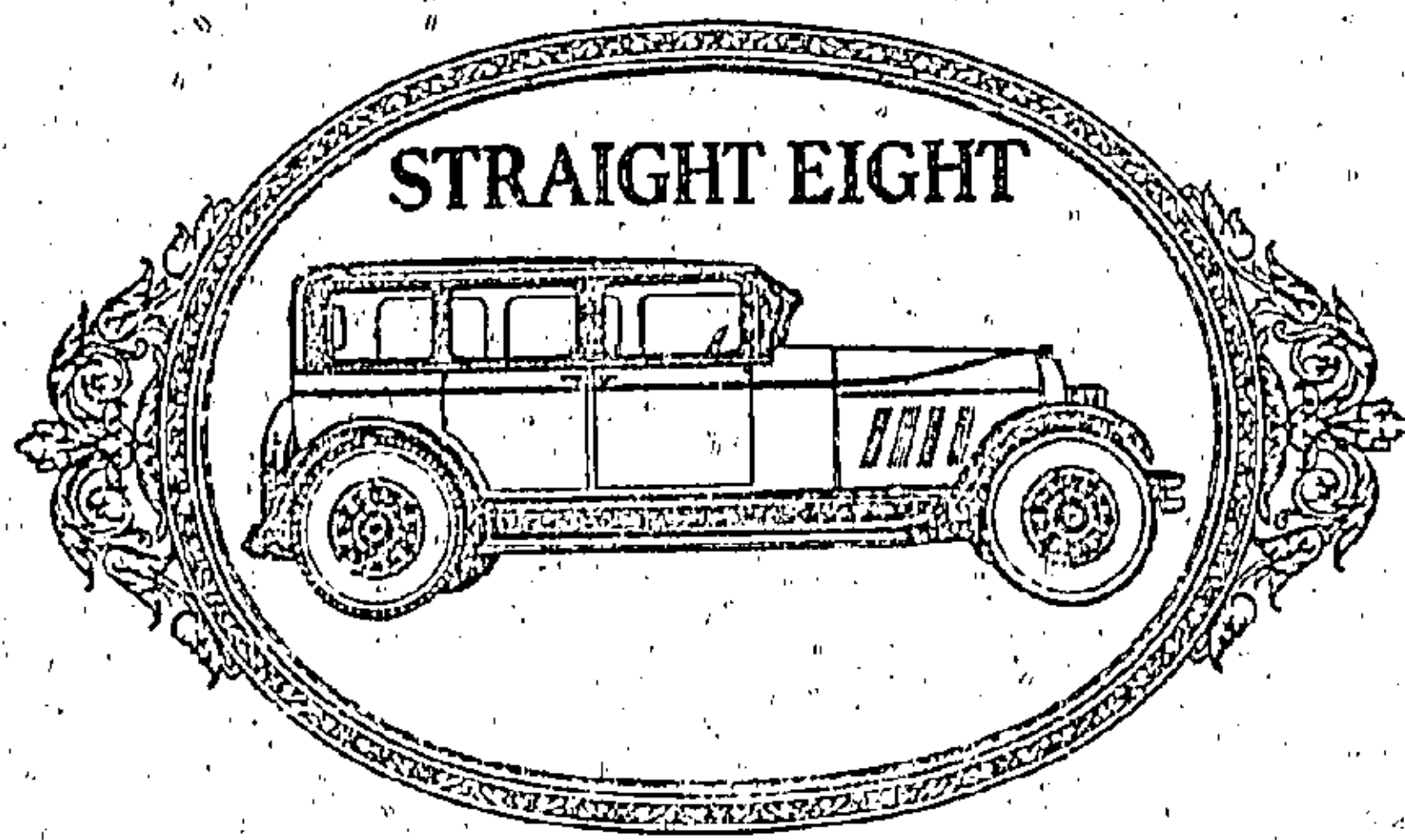


Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1A, Chater Road.



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is an unusual example that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

人理代機方南國中及港香

行洋信先

五九號下樓十中舖所設

號一四電一六路路

苦即索函 本報自備

Full Particulars from:—

The UNIVERSAL AUTO SUPPLY Co.

61, Des Voeux Road, Central.

Of especial interest is a car anti-theft device recently produced in the U.S.A. This consists of a numbered identification plate, arranged so as to be attached to the dashboard in such a way that removal is rendered very difficult and entails mutilation of the plate. By these means the identity of stolen cars can be established in many instances. Two or three manufacturers are installing these plates as standard.

From the third annual report of the Automobile Association of Rhodesia it appears that at the close of 1924 the number of members was 1,254, and that during the following year it increased to 1,357. The finances were in a satisfactory state and a good deal of useful work in the interests of motorists generally had been done. The roads outside towns were not all that could be desired, although improvements were in progress.

REMARKABLE
PERFORMANCES.AUTOMOBILE TESTS IN
THE ITALIAN ALPS.

An eight-mile hill climb, during which the increase in altitude was 3,280 feet, was held in July between Trento and Bondone in the Italian Alps, and despite these natural difficulties, the narrow roads, the short and often dangerous turns, high speeds were realized. The big field of competitors was divided into two classes with piston displacement of, respectively, less than and more than 1,500 cc. The fastest time of the day was made by Fiat 10-15 h.p., entered in the smaller class, and driven by Engineer Menestrina. Its time for the eight miles was 21 min. 57 1/5 sec., or an advantage of 13 seconds over M. Vitti, handling a Diatto of 2,000 cc.

The leading positions in the classes were as follows:

- 1,500 cc.—1. R. Menestrina on Fiat 501.
2. Carletto Battisti on Fiat 501.
3. Count Manzi on Fiat 501.
2,000 cc.—1. Silvio Vitti on Diatto.
2. Amos Polo on Diatto.
3. G. Pedrotti on Diatto.
4. G. Angelini on Ceirano.

Of the numerous hill climbs held in Europe, the most spectacular is undoubtedly that to the top of the St. Bernard pass, towering 8,110 feet above sea level. Starting from the town of Aoste, the top of the pass is reached after a climb of about 21 1/4 miles, which distance calls for the maximum effort from the engine for periods varying from 36 to 46 minutes. The variations in the

gradient call for frequent use of the gears and naturally the driver plays an important role under such conditions.

This year's climb to the summit of the snow-bound peak was open to cars of four classes. In the division for 1,100 cc. two-seaters, a Salmons driven by Clerici climbed the mountain in 36 min. 59 4/5 sec., or at an average speed of 32.9 miles an hour. A 10-15 h.p. Fiat, driven by Peyrol, was the fastest of the 1,500 cc. machines, its time being 40 min. 30 sec., which is at the rate of 31 1/2 miles an hour.

It was a Diatto, running in the class for cars of more than 2,000 cc. which made the fastest time of the day in 32 min. 51 1/5 sec.; it was followed in its class by two Alfa Romeos. The winning 2-litre touring car was a Bianchi in 46 min. 9 2/5 sec. Above 2 litres the speediest touring car was Bastia's Spa, in 37 min. 41 1/5 sec.

During the last two or three years there has been a wonderful growth of motoring in various parts of African colonies formerly considered inaccessible to wheeled vehicles. As a part of this movement a race and endurance test was recently organized by the Automobile Association of Tunis from Tunis to Gabes and return, a distance of 480 miles.

The eight competitors were a Delahaye, three Fiats, a Bugatti an Alfa Romeo and two Citroens, and they were sent out individually to cover the distance under normal traffic conditions, thus testing not only the speed of the cars but their general handiness and reliability over rough roads and tracks. Only four of the cars succeeded in covering the entire distance, and of these the fastest was a Fiat 501 of 1,500 cc. driven by Albert Zammitt, which maintained the high average of 51.6 miles an hour for this difficult run, and was awarded the Tunis-

A HINT.

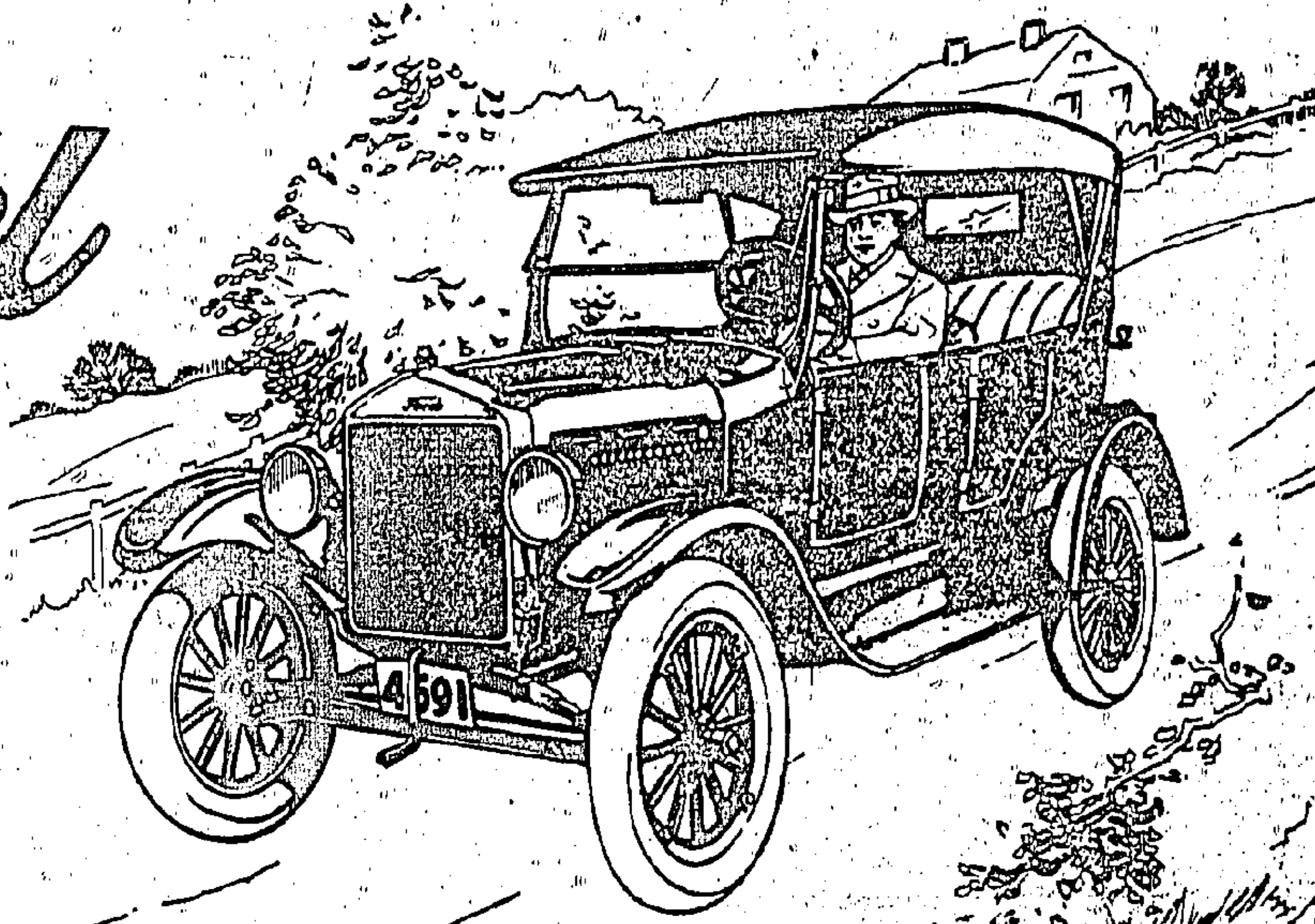


No need of looking for the tyre gauge if it is held by a pen or pencil clip, as shown here, to the edge of the door pocket. If properly replaced each time after it is used, the gauge will always be at hand and there will be no futile searching.

Gabes-Tunis cup. The second and third cars were also Fiats, one being driven by Joseph Ladislav and averaging exactly 50 miles an hour, the other being handled by Armand Roy and maintaining an average of 46.6 miles an hour. The fourth car to finish was the 2,000 cc. Delahaye, at an average speed of 43 1/2 miles an hour.

BEAUTY—COMFORT

Ford

Larger Gasoline Tank
Filled From the Outside

Many new conveniences are found in the improved Ford Touring Car. The gasoline tank of larger capacity is now located under the cowl, and may be filled from the outside, without the driver leaving his seat. Coil box and sediment bulb are under the engine bonnet, conveniently arranged and immediately accessible. The new Ford is easier to drive. A larger and lower steering wheel makes steering easier. Seats are larger and more conveniently spaced. More leg room and wider seats ensure the comfort of both driver and passengers.

THE TOURING CAR

Price, with demountables,

Delivered in Kowloon,

H.K. \$965.00.

Self-Starter H.K. \$125.00 extra.

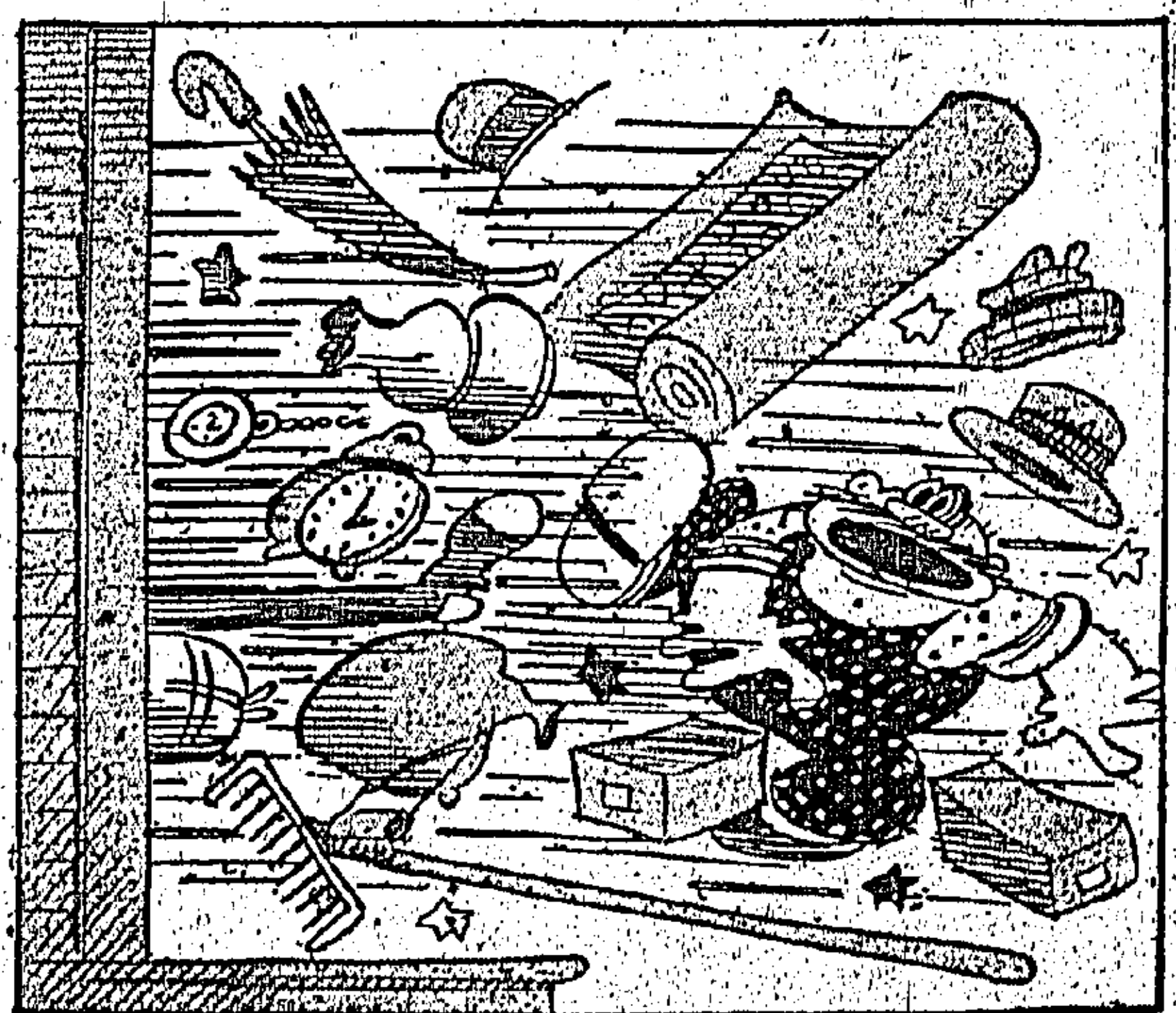
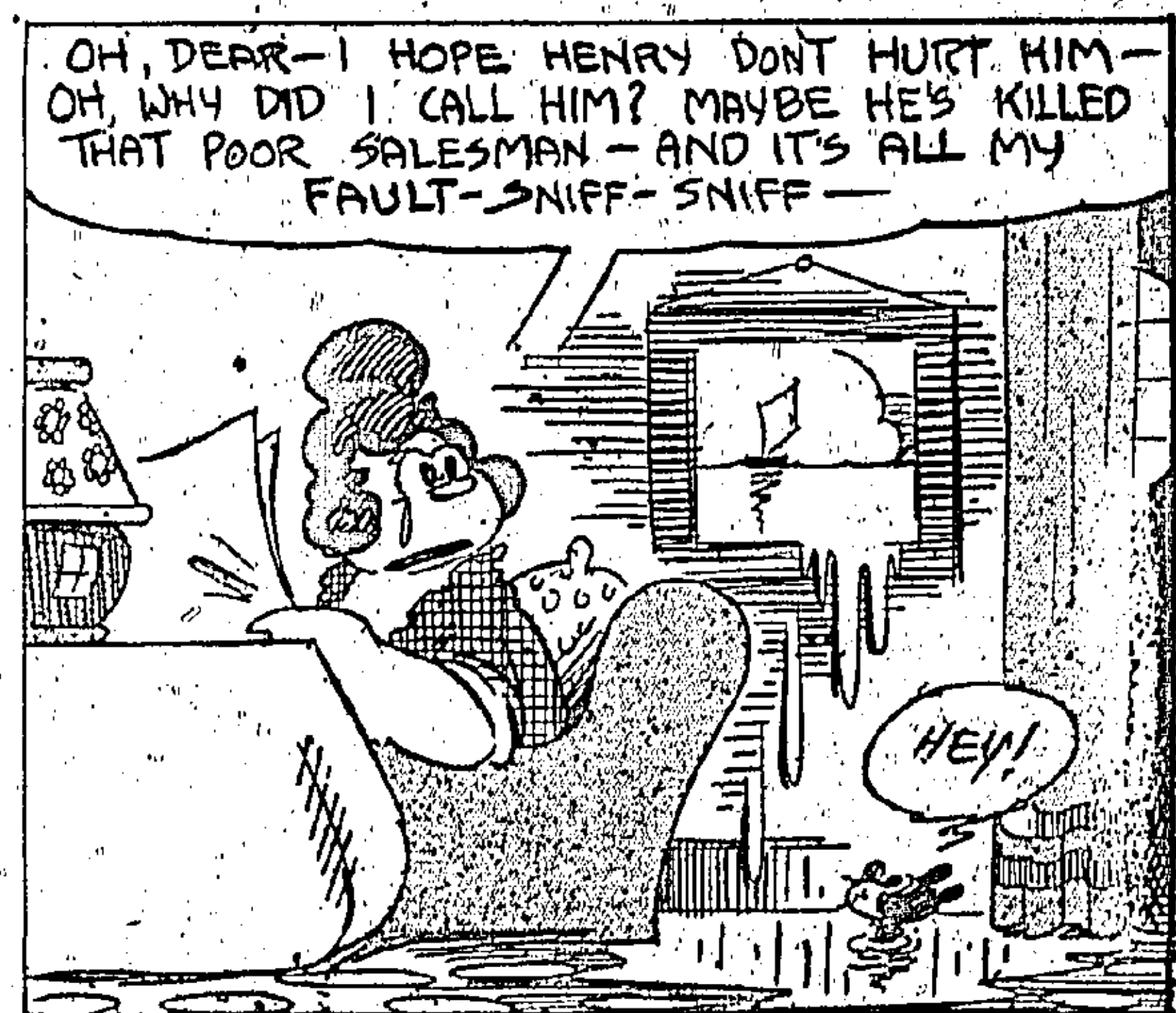
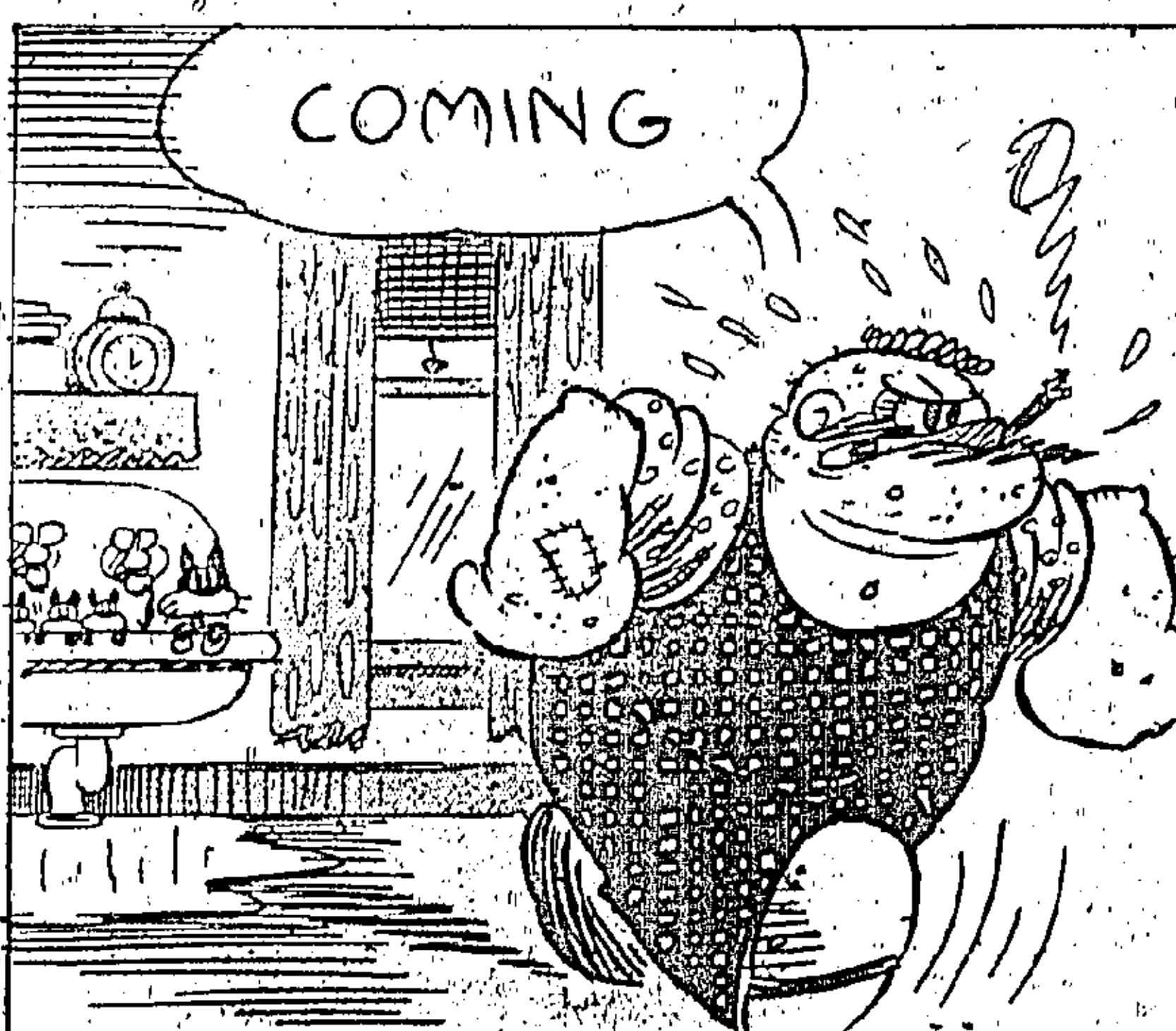
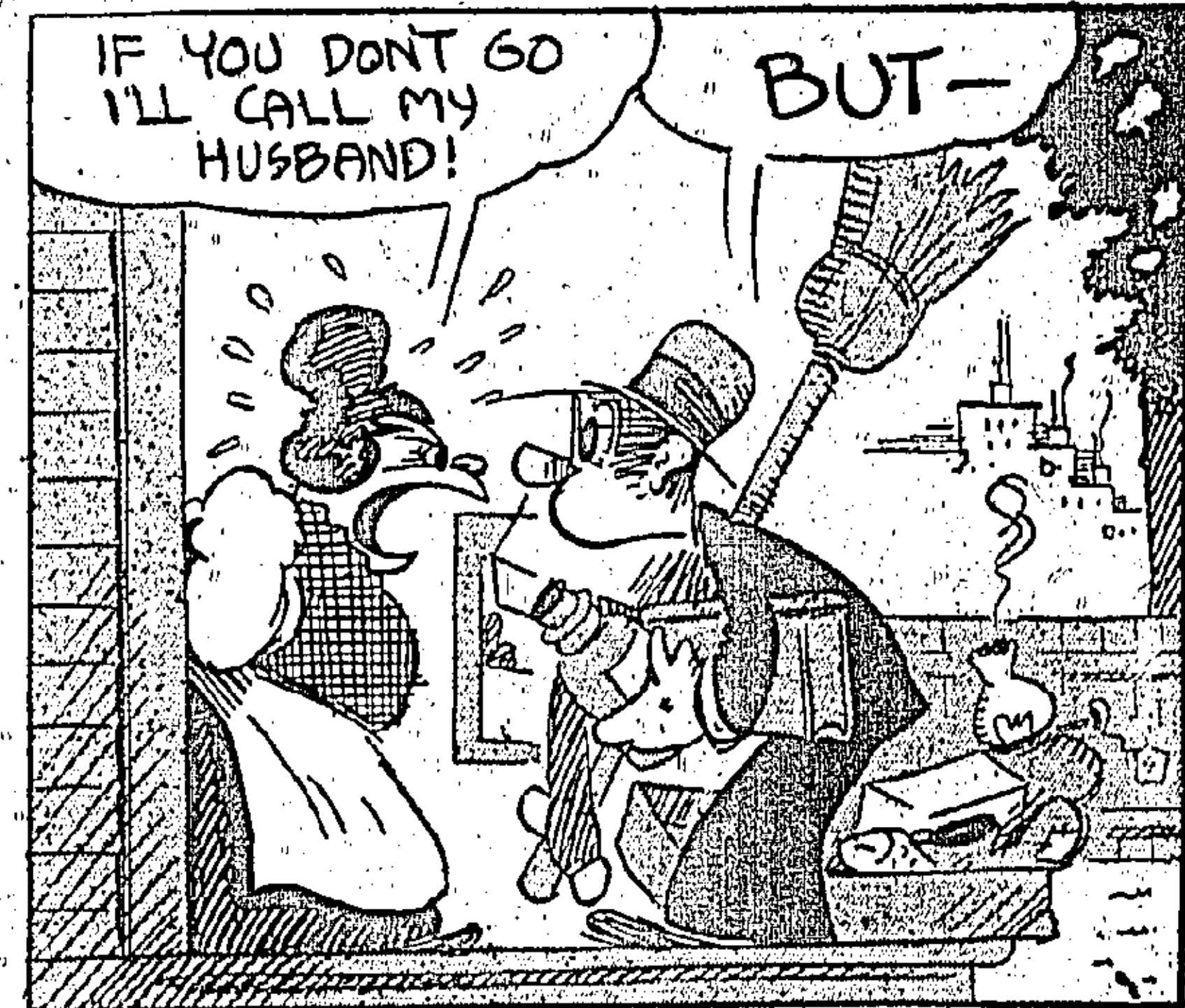
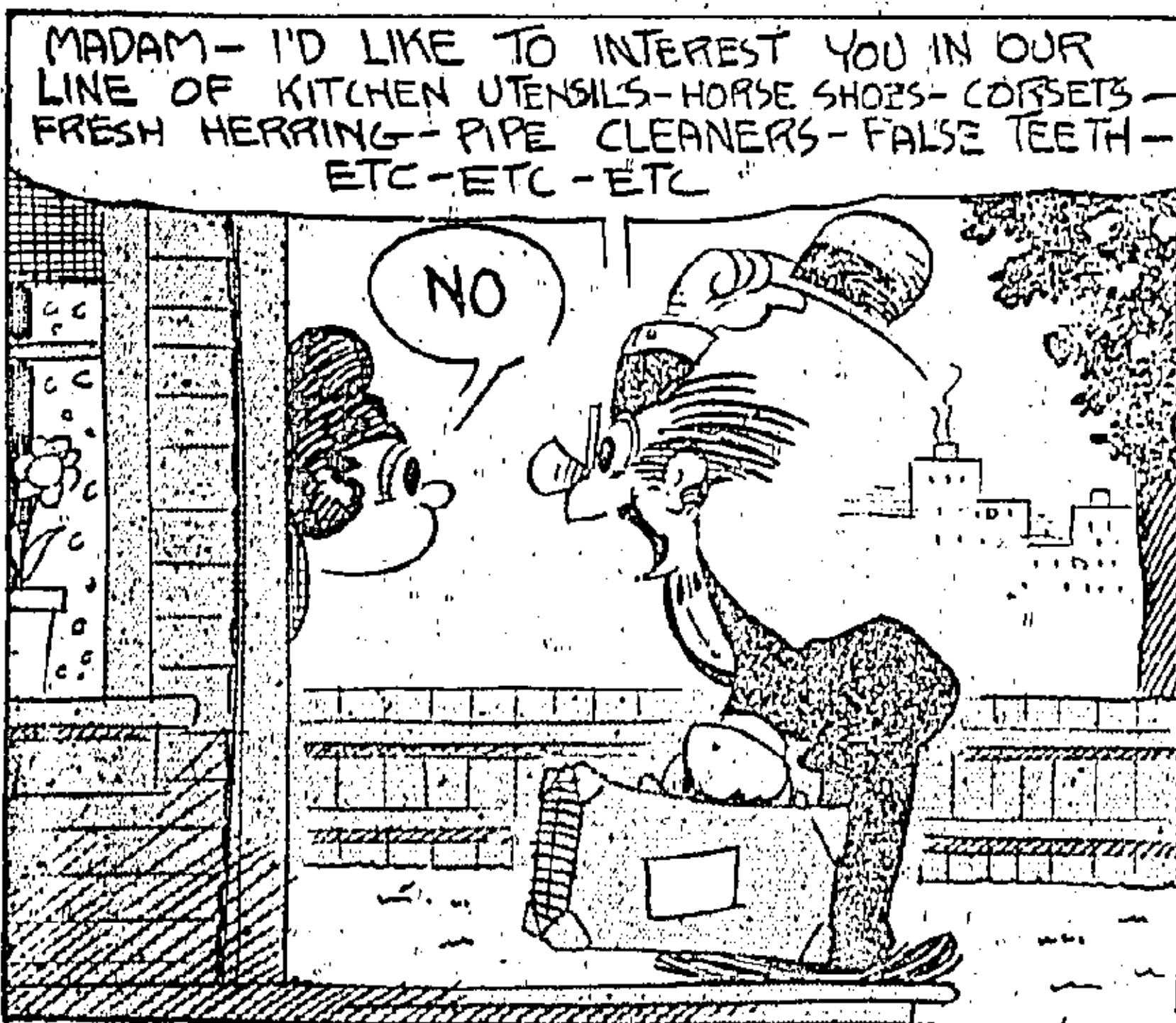
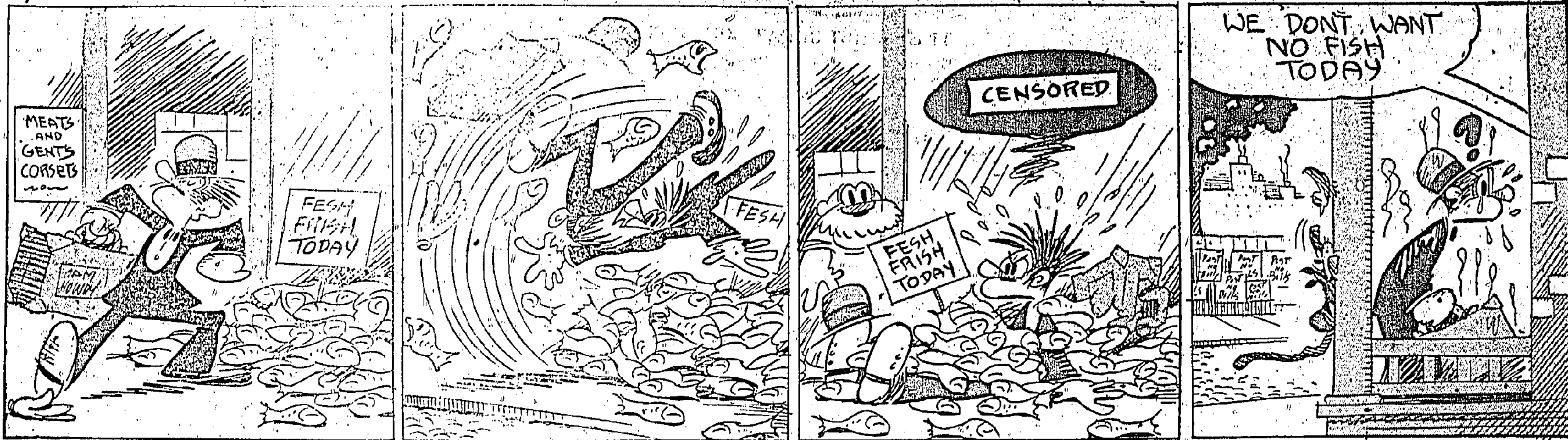
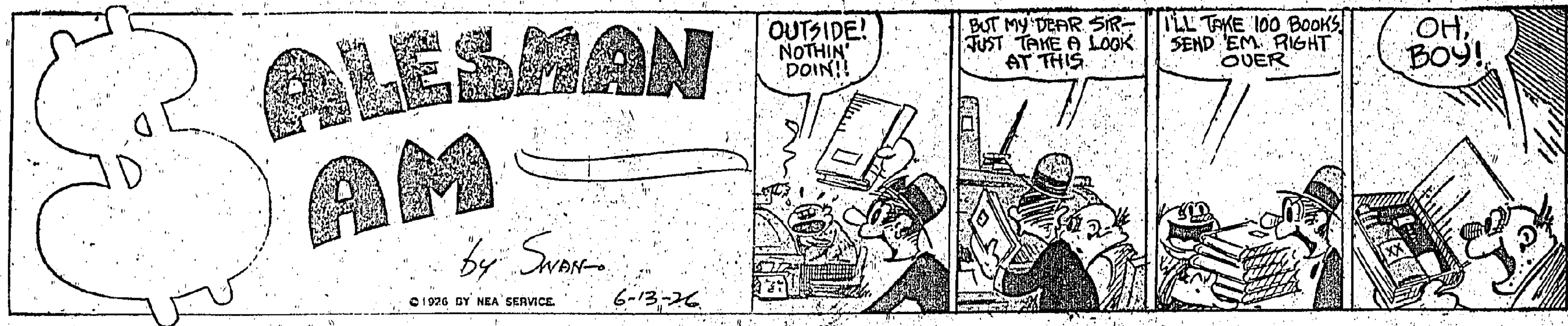
ANDREW HARPER

Chatham Road, Hung Hom, Kowloon, 6 Queen's Road, Central
HONGKONG.

Telephone: C. 4895 and K. 1215

Ford Motor Company
Detroit, U.S.A.

CONVENIENCE—UTILITY



TRADE UNION POSITION.

"STRONGER NOT WEAKER."

London, July 2.

That the Trade Union movement is not broken but even stronger as the result of the general strike and that all resources must be mobilised to defeat the Government's policy of "surrounding the miners with a cordon of famine and despair," generally increasing hours and reducing wages, is the keynote of a declaration by the Trades Union Congress to affiliated Unions, urging the maintenance of solidarity and the sustained provision of funds for miners, their dependents, and all victimised workers.—*Reuter.*

"VOTE OF CENSURE" DEFEATED.

London, July 2.

The amendment to the address to the King, which was moved by Mr. J. R. Clynes, was described by Mr. Churchill as a vote of censure and it was defeated by 256 votes to 95.

The address to the King was carried by 244 votes to 84.—*Reuter.*

GERMAN POLITICS.

THE COMPROMISE-BILL WITHDRAWN.

Berlin, July 2.

At President Hindenburg's request the Government has withdrawn the Compromise Bill. The Government will not resign and the Reichstag will not be dissolved. President Hindenburg has written a letter to the Chancellor pointing out that neither alternative would solve the problem of the ex-rulers' property.

The Reichstag has adopted a Bill prohibiting litigation regarding ex-rulers' property till the end of the year.

In the meantime it is hoped that the Government will elaborate a scheme, satisfactory to the Reichstag, which adjourns tomorrow till September.—*Reuter.*

EGYPTIAN EARTHQUAKE.

ERROR IN PREVIOUS FIGURES.

Cairo, July 2.

An extraordinary mistake has been made by the newspapers here in connection with the official statistics purporting to refer to last Saturday's earthquake. The statistics for the earthquake of August 8th 1946 were issued for comparison with Saturday's, but owing to a translation error they were accepted by the newspapers as figures for Saturday's shock.—*Reuter.*

HONAM CEMENT WORKS.

REPORT OF HONGKONG CAPITAL.

According to the *Industrial and Commercial Daily News* of Hongkong, a Hongkong Chinese merchant has undertaken to furnish capital of \$150,000 to the Kuomintang in Canton in order to enable the Kwangtung Cement Works at Honam to resume operations. The merchant concerned will have the privilege of managing the business and a Portuguese engineer will be employed for the Works.

CANTON UNIONS.

COMMISSIONER OF LABOUR CRITICISED.

The non-Communists of the Canton Labour Unions, it is reported, are to agitate in favour of the accepting of Mr. Chan Kung-pok's resignation as Commissioner of Labour and Agriculture, under whom all agricultural and labour organisations are governed in the Southern capital.

The allegation is that Mr. Chan has been delaying and sometimes refusing to register Labour Unions which are not a part of the Kuomintang Workers' Conference.

Before Mr. J. H. B. Nihill and Major C. Willson, at the Kowloon Magistracy yesterday, a Chinese, pleaded guilty to possession of two revolvers and several rounds of ammunition. He was sentenced to four years with hard labour.

HONOURED BY KING.



Mr. Justice H. H. J. Gompertz, who has been made a Knight Bachelor in the King's list of Birthday Honours.

CORRESPONDENCE.

IN DEFENCE OF TRUTH.

[To the Editor of the *Hongkong Telegraph.*]

Sir—We feel intense regret that through the columns of your issue of Thursday there has been given publicity to a letter written anonymously to the *Daily Chronicle*, which contains insinuations of some of our great leaders. In defence of the truth we would thank you to kindly give publicity to the following.

1. The Right Rev. Bishop C. W. Leadbeater is, up to the present time, a Member of the Theosophical Society, and enjoys all the privileges of such, as well as the greatest reverence and love of all those who know him and his wonderful work for humanity.

2. The truth is that after all the foul accusations had been made against this great servant of humanity, he was fully cleared by a Committee in England, and the cleverly fabricated accusation levelled upon him by those who fear the Light, the cruel lie that he had committed an offence was utterly exposed. The attack, although directed personally at him, was clearly levelled at the Theosophical Society. As it is always the case, truth alone prevails, and the sufferings of its Martyrs have been the seed of the Society, for every attack has been followed by a great accession of members. Let those who hate and defame us say what they will "They know not what they do." Thousands upon thousands all over the world bless the T. S. and its great Leaders, Dr. Annie Besant, the Right Rev. Bishop Leadbeater and others, for the Light they have brought to them, for the knowledge which has shown them how to live nobly and to go out of their mortal bodies joyfully into a future which, no longer unknown, has lost all its terror.

3. The sex problem is everywhere in the air. The hygienic condition of modern society in the West has become so terrible that it is now publicly discussed lest Society itself should perish. It is poisoned with a disease which is the direct result of vice and all are publicly appealed to, to help medical men to fight the disease. These sex questions have to be faced, lest evil should spread unchecked, and doctors and religious teachers are the proper persons to face them. It is because some have tried to wean lads from evil practices and thus to save the divine nature within them from degradation that the enemies of humanity have tried in vain to attach to their persons the vilest crimes, even succeeding by their false accusations to have the matter duly brought to investigation by the Authorities, which investigation has fully and definitely shown the truthfulness of the attacks.

4. Such foul accusation of a crime, unproven and unprovable, so utterly inconsistent with all to which the life of the Right Rev. Bishop Charles Webster Leadbeater is devoted, can only recoil on those

PICKETS FOILED.

LATEST CANTON INCIDENT.

The story of how three pickets were foiled in their attempt to divert a boatload of poultry and prevent it from being put aboard the Canton steamboat Lungshan has been brought down to Hongkong.

It is stated that the night before last, as the Lungshan was anchored in mid-stream at Canton a boat containing a large number of crates of poultry was being rowed towards the steamer, when three pickets made their appearance in a boat. The lighter was on the point of being overhauled when the only occupant in the vessel, the poultry dealer, jumped into the water.

The pickets gave up the pursuit when they came near the Lungshan, but one of them was captured by the crew of the river boat and taken on board. The captive was returned to Shameen before the Lungshan returned to Hongkong yesterday morning, having on board the poultry and the dealer who was picked out of the water.

DR. COUE DEAD.

AUTO-SUGGESTION EXPERT.

Nancy, July 2.

The death is announced of Dr. Emile Coue, the expert in auto-suggestion, at the age of 63 years.—*Reuter.*

[After a long study, the deceased formulated theories as to the cure of various ailments by auto-suggestion. He visited England twice to expound his views on hypnotic therapeutics, receiving in March and April, 1922, a most cordial welcome.]

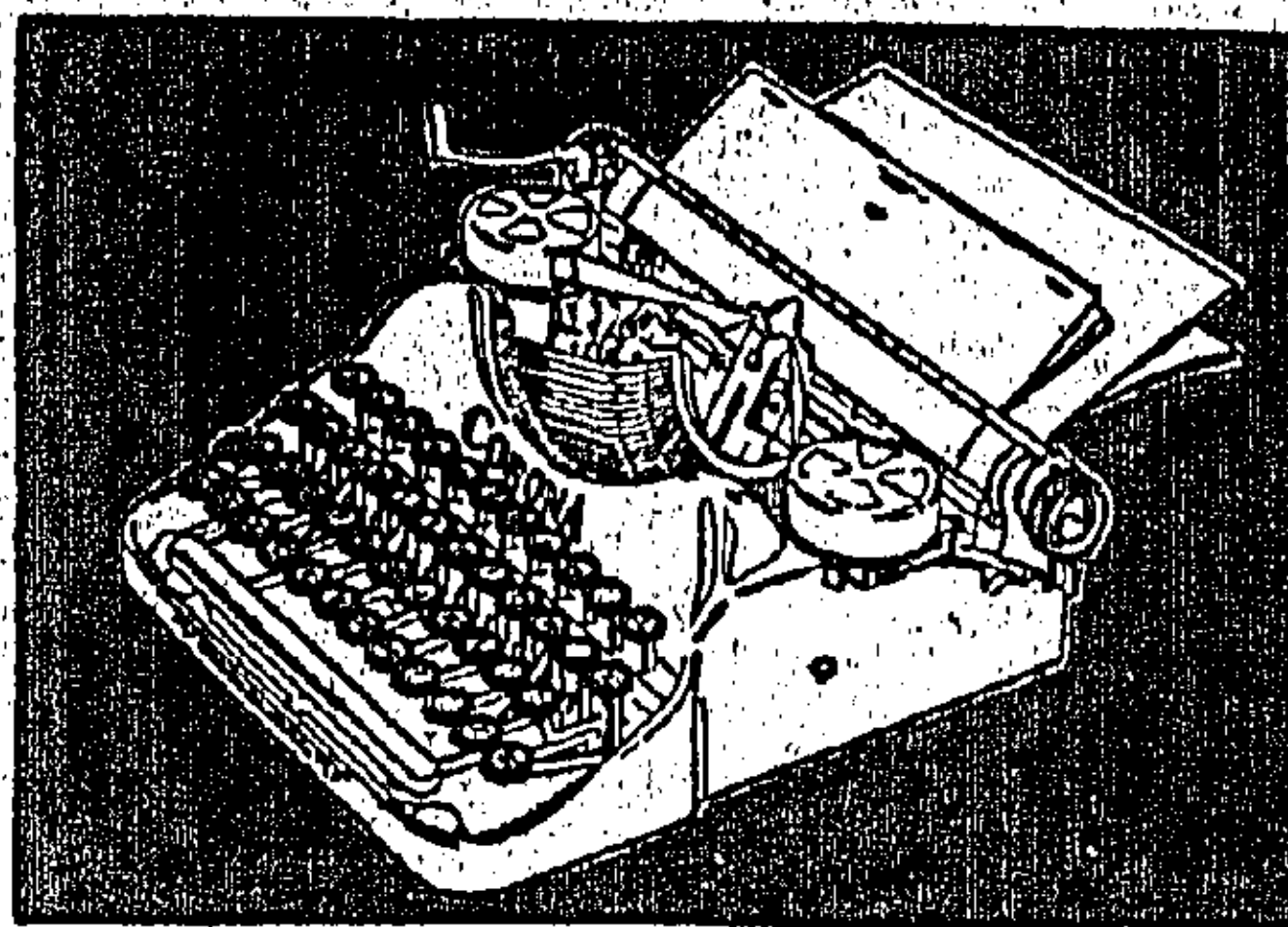
who make them and give utterance to them, and condemn them in the minds of all reasonable and upright men. If they simply want to defame, as appears from their line of action, no condemnation can be too strong for them. The hatred and low vulgarity obvious in these attacks, published in such papers as the sectarian *Truth* show very clearly their origin and inspiration for these qualities are not the fruit of the Spirit.—Yours etc., THE THEOSOPHICAL SOCIETY, HONGKONG LODGE,

HERBERT E. LANEPART,
Hon. Sec. & Tr.
THE ORDER OF THE STAR IN THE EAST
HONGKONG GROUP.
HERBERT E. LANEPART,
Hon. Secretary.

DEATH.

ROSARIO—EMERLINDA LEO-NOR, aged 9 months, dearly beloved daughter of Mr. and Mrs. F. A. Rosario, died this morning at her residence No. 25, Jordan Road, Kowloon. Funeral will pass the Monument this afternoon at 5.15.

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COMING TO HONGKONG.



Above is Ray Orton, a clever Scottish member of Brick Morse's Californian Collegians, who are to appear at the Theatre Royal on the 12th, 19th and 21st instant, and regarding whom some particulars are given elsewhere.

GERMANO-DUTCH TREATY.

SECRECY REGARDING COAL.

The Hague, July 2.

The Second Chamber by 64 votes to 8 has ratified the Germano-Dutch Commercial Treaty.

The Foreign Minister Van Karnebeek, stated that Germany favoured the Dutch export of coal provided the export figures were not published, as Germany desired secrecy in view of certain negotiations with another country.—*Reuter.*

COTTON GROWING IN AUSTRALIA.

MEASURES FOR ENCOURAGEMENT.

Melbourne, July 2.

In order to encourage the cotton industry in Australia, the Government is asking Parliament to grant a bounty on spinning cotton yarns and also a bounty of three-halfpence per pound for five years on seed cotton.—*Reuter.*

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COLLAPSE OF THE OPIUM CASE.

FIRST DEFENDANT FAILS TO APPEAR.

The opium case which has been heard on several occasions at the Central Magistracy, and in which a Chinese and his folk are charged with having extensive dealings in opium, came to a conclusion yesterday. His Worship held that the prosecution had not proved an essential fact in regard to the case against the second, and as the first defendant did not appear his bail of \$5,000 was estreated.

It may be recalled that the first defendant was not present at the hearing a week ago, it being stated that he had gone to Canton. On that occasion, Mr. Lo defending, asked for a fortnight's adjournment so that the man could be present.

Mr. Lindsell granted a week's adjournment, intimating that if the man did not appear his bail would be estreated.

The first defendant was not present when the Court sat yesterday and Mr. Lo said he did not feel justified in making any further application. He said that a representative had met him at the Kowloon Magistracy that morning, and had shown him a letter from Canton intimating that the first defendant was ill.

Ample Opportunity.

Mr. Lo said he had told the man that no more adjournments would be granted, and in view of the circumstances did not feel justified in applying for any more.

Mr. Lindsell said he thought the man had had ample opportunity of coming to Court. His bail of \$5,000 would be estreated.

The case against the second defendant was then proceeded with, and Mr. Lloyd was recalled to give additional evidence, regarding entries in various account books which referred to dealings in opium in Hongkong. Mr. Lo pointed out that he had never admitted that the account books were evidence against the second defendant.

Mr. Lloyd proceeded to quote from certain books of the firm, giving extracts which, he suggested, showed that there had been dealings in opium in Hongkong.

Mr. Lo said that if His Worship decided this was evidence, he would submit that it was not evidence of dealings in the Colony.

Defendant's Position.

Mr. Lindsell cited the case of the Wah Ka firm where documents were found showing a connection between them and the first defendant's firm.

Mr. Lo said that if the second defendant went into the box, he would say that there had been dealings in opium between Swatow and Tung Hing, but not in Hongkong.

Mr. Lindsell asked if witness was prepared to admit that his case stood or fell on whether the second defendant was connected with the firm.

Mr. Lloyd replied that some of the translations showed that he was connected with the firm. It was also shown that letters might be handed to him in the absence of the first defendant. In addition letters of both men referred to the sale of opium in Swatow.

Mr. Lindsell asked if witness was prepared to agree that his case must stand or fall on whether the defendant was a folk of the first defendant's firm during the material time. The mere fact of possession of certain documents did not show that he was a folk of the firm.

Not Proved.

They showed he was interested in the firm, and perhaps had a financial interest. Mr. Lloyd replied that his name appeared in some of the books.

His Worship said that unless something else was brought forward he must hold that the prosecution had not established the second defendant's connection with the firm during the material time.

Mr. Lloyd said his connection was carried over into 1925 and that the books did not show he had had a final payment. Mr. Lindsell replied that the books showed that he was not with the firm sometime before Chinese New Year, but was expected to return.

After further argument Mr. Lindsell said he was satisfied that the prosecution had not taken the first step to prove that the defendant was a folk of the firm between August 1924 and April 1925. The man was certainly interested, but it had not been established that he was a folk.

The defendant was accordingly discharged.

KOWLOON DRAINAGE.

A CRITICISED VOTE.

Some discussion took place at the meeting of the Finance Committee of the Legislative Council yesterday afternoon, the Hon. Mr. W. T. Southern presiding, on a vote of \$101,750 for miscellaneous drainage works in Kowloon.

The Chairman said this was a vote he had discussed very fully with the Director of Public Works who informed him that the Government was definitely committed to carry out this drainage scheme. The work must either be done by their contract with those who had bought land from the Government or for the protection of their own roads, and it would be false economy not to spend the money.

He also pointed out that the whole of this was made clear to the Government when the Estimates were put in last year. He said that because otherwise the Director of Public Works might possibly be wrongly blamed.

The Hon. Mr. Creasy said the money was needed chiefly for storm water drains and when the work was complete a great deal of rain storm damage would be overcome. These storm water drains would be large enough to carry off the water into the nullahs. In the first place as people developed their land so the Government had to supply these drains. In 1923 it was estimated that \$255,000 would be required in 1926, and they were well below that figure.

A Reason.

The Hon. Mr. Lang—Why was not this included in this year's estimates? The reason was we had not the money to spend? Wasn't it a question of trying to camouflage our position?

The Chairman said he was not then in Hongkong, but he understood the Director of Public Works asked for the money and it was known it would be needed.

The Hon. Mr. Bird—We make estimates for new roads and do not include the storm water drains?

The Hon. Mr. Creasy—No.

The Hon. Mr. A. O. Lang—That is why I say the estimates are not much good.

The Hon. Mr. Creasy—No complete estimate has ever been made for these roads.

The Hon. Mr. A. O. Lang—I am not criticising the Director of Public Works, but I do criticise the system of drawing up estimates for this year.

FRANCE AND RUSSIA.

COMMERCIAL AGREEMENT HANGS FIRE.

Paris, July 2.

The *Matin* states that because of the unyielding Russian attitude, the Franco-Soviet commercial negotiations have had as yet almost no results.—*Havas*.

TAIPO BRIDGE.

H.E.'s NEW SCHEME ADOPTED.

The construction of the new bridge at Taiipo was discussed at a meeting of the Finance Committee yesterday afternoon when a new scheme was outlined by the Director of Public Works, the Hon. Mr. H. T. Creasy.

The Hon. Colonial Secretary, in the chair, said His Excellency wished to place before the Committee the question of the bridge at Taiipo, and asked the Director of Public Works to explain the matter.

The Hon. Director of Public Works said that originally there were two schemes. The first was reconstructing the bridge on the existing site which would involve the construction of a temporary bridge.

The second scheme was to alter the site altogether. It was suggested that it be put in the causeway. The question first arose many years ago, when the present Governor was stationed at Taiipo as district officer.

The second scheme was adopted and a vote of \$49,000 was agreed to. His Excellency had gone into the question and after a great deal of consideration it had been decided to substitute a third scheme which involved an alteration of alignment of the bridge to the west.

The advantage of this scheme was that a temporary bridge would not be required, as the present repaired one could be used. It would be higher than the old

one and instead of five small spans there would be two spans of eighty feet each. The northern abutment would be by rock and the central piers would be sunk in cylinders in a way by which they hoped to get foundations which would not be scoured out as the old ones were, which in the end

sunk entirely. By this scheme they would save \$7,000 on a temporary bridge and the total cost would come to \$51,000. It was suggested that they should get the iron work through the Crown Agents.

The Hon. Mr. H. W. Bird—

How much above the level of the old bridge will this one be? The Hon. Mr. H. T. Creasy—Some five feet higher. I understand the deck of the old bridge was lapped by water on more than one occasion.

The Committee agreed to the vote.

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FASHION'S FLOWER FANCIES.

Poppies, moon-daisies and cornflowers in their natural colourings were embroidered all over a short coat of navy taffeta with a trellis design in white which was worn with a navy and white frock.



Palm Beach season gets under way. Mrs. J. Theus Munds of New York City is wearing one of new bathing creations.

MAKING AN IMPRESSION.

There are people, and sad to say they are often women, who seem to think that they have only to show us how unimportant we are in order to impress us with their own distinction. We go, with all requisite modesty, to see some business woman or social worker who has granted us an interview. Knowing ourselves what work and human nature are like, we are prepared to be polite, to the point, and brief.

We arrive promptly but are kept waiting before we are shown into the presence. This we do not resent. Delays are often unavoidable. But when we do approach the throne, which after all is only a desk, and find that the distinguished person does not raise her eyes, we begin to feel annoyed. She should not have sent for us till she had finished making those notes.

PUTTING US IN OUR PLACE. At last she looks up with an air of being only just able to endure the sight of us. She listens with the utmost condescension to what we have to say, disagrees with most of it unsmilingly. When she does smile it is only to express her opinion of her caller, which is that she is too foolish a thing ever to have been admitted. Yet deep down this may not be her opinion. Strange as it may seem, this rude woman may really be estimating our value to her, admitting that it exists! She may not really doubt the justification of our existence upon earth at all. But she has been brought up in the wrong school, the school that trains its victims to make an impression. "Never make yourself cheap; never let it appear that you have time to spare; always keep newcomers at a distance; create an atmosphere"—and so on.

A LACK OF REALITY. So foolish, isn't it? Because, of course, a child, particularly the child of to-day, can see through a scene that has been set. We are not impressed. We merely think "How tiresome." These women who pride themselves on their knowings, their powers to deceive, impress only their own kind and do not deceive them. They will never learn that only intelligence is effective, only sincerity makes atmosphere, only character is impressive.

FASHION NOTES.

Evening shawls of gold cloth with gold coloured silk fringe are among the new Summer novelties. Silver cloth might also be used in forming similar wraps which require a chiffon lining. The shawl is of the regulation size used for Spanish shawls. We have also seen lovely metal brocade materials utilized for Summer shawls.

The ankle corsage proves that flowers may be worn anywhere these days. Small bunches of flowers such as violets or pansies are being worn on the right ankle at evening time. They are either placed on the shoe strap or are worn on a silver ribbon ankle-strap which snaps together under the corsage.

Every frock must have its matching handkerchief this season and for this reason every conceivable shade of pastel handkerchief is being carried. The chartreuse green handkerchief of crepe de chene accompanies the chartreuse gown just as the rose frock is matched by a rose handkerchief.

Since the suit has returned into fashion, the petticoat is also coming back. Some of the newer models are made with wide, fitted elastic tops which hold in the figure just as the girdle do. For Summer when one wears as few undergarments as possible, these girdle-petticoat combinations are ideal.

The many-coloured hat is one of the season's new offerings. Usually they are made of numerous pieces of oddly shaped silk fastened together or they may be made of modernistic printed silk in odd designs. Both turban and fan shapes are utilized for such bonnets.

The polka dot is decidedly in style this season. We see evidences of the dot in cotton as well as in silk materials. Irregular and scattered dots of small size are most in demand. Parasols, coat linings, frocks, scarfs, ties, jabots, handbands and handkerchiefs are shown in polka dot designs in both small and medium dots.



Miss Beryl Holley introduces the Alaska totem pole design to Palm Beach bathing suit devotees.

Sometimes the nosegay of artificial flowers copies the embroidered flowers on the frock. This pretty device was employed in the finishing touches to an absinth green crepe de Chine frock accompanied by a kasha coat in the same colour. The green and gold blossoms embroidered on the turn-over collar of the frock reappeared in the button hole of the coat.

A SWIMMING LESSON.

During the summer large numbers of people when enjoying the pleasures of the sea or river wish that they were proficient swimmers.

The novice should first of all cultivate confidence. A direct plunge into the water whenever possible is a good aid to attain this. There is no necessity to dive, just "jump in."

The stroke which is usually taught first is one that can be practised on dry land. The arm movement is made by shooting the hands out from the breast to the full extent of the arms, and then swinging them round in a circular movement, at the same time turning the palms slightly outwards. The leg movement is begun by having the legs wide apart and bringing them together as the arms are shot forward. The next movement is the same as the physical culturists' "knees outward bend," and is completed by a vigorous kick bringing the legs into the first position.

These movements should be made gracefully and smoothly without any spasmodic jerks, which only serve to exhaust the learner.

Novices should make a point of learning to float. To do this all that is necessary is to throw oneself on the back, stretch the head well back, and keep the body rigid. A slight paddle movement, with the hands aids considerably. When in difficulties and awaiting aid, floating is of the utmost value.

The embryo swimmer will find many aids at her disposal, such as water-wings, planks, and cork belts. These should, however, not be used unless the learner is under supervision, as, if not properly used, they are liable to slip out of place and cause a serious accident.

Until proficiency has been attained no attempt should be made to progress far from the shore. Swim parallel with it.



A lady writing from the Riviera to a friend in reference to the costumes pictured above says:—You will notice that my selections, while they allow for much bodily freedom, and are quite perfect for swimming, are not unfeminine or unattractive.

Strangely enough, I found navy blue to be the popular colour this year for bathing attire. Also I found frills, pinks and embroidery and all the popular embellishments for frocks, on bathing attire as well.

One of my costumes is navy blue with a scalloped skirt embroidered in white, with white buttons, the other is in turtle-dove grey piped and embroidered in pink.

I saw ever so many attractive bathrobes and bathing capes in heavy, spongy stuffs, gorgeously lined and very richly embroidered and printed.

Bathing caps match the suit this season, in colour and often in texture, and give the effect of a definite bit of millinery instead of a mere contrivance to keep the hair dry—though they never do.

The cap for my blue suit is a sort of Russian turban effect with flaps that turn back from the face, and a little chin strap that is decorative as well as useful.

With the other suit I have a pretty pink rubber cap with black strappings.

DRESS ACCESSORIES.

Beaches this year hear the click-click of the Japanese sandals. The little wooden sandals which the Japanese girls wear on the streets will be quite the popular thing on the board walks and beaches. They are fashioned out of light-weight wood with a band across the instep to hold them to the foot. Some are painted in bright colours with Japanese figures painted on the straps. A pair in an orange shade has bronze coloured instep straps. No stockings are worn with the wooden sandals except occasionally an ankle-length sock, similar to the short Japanese stocking.

White jewellery is selling above coloured jewellery for summer wear. Pearls and crystals are perhaps most popular. White jade and white coral are equally as fashionable although most of the department shops do not carry them in quantities. Chokers, necklaces, bracelets and pendant earrings of crystals are especially appropriate for summer evening wear. Pearls, in their various interpretations, are selling strongly.

The smartest capes of the season are those seven-eighths length models which are worn over the tailored suit or dress as a sports wrap. Materials are rough-finished or similar fabrics.

Hats continue to have high crowns pressed into draped effects and narrow brims. Small shapes continue to rule supreme. It is said that ostrich feather trimming will prevail very shortly since French women are tiring of the severe sports-felt shape without trimming.

Rhinestone ornaments such as hairpins, monograms and buckles are more popular than ever. Girls are wearing rhinestone monograms set in circles of brilliants on shoulders, pockets, and hats. These can be made to order in department stores. Animals of brilliants are not as popular as are monograms, arrows or modernistic designs.



There will be some beautiful views on the beaches this summer if this is the kind of bathing suits that will be worn.

TEN NEW COLOURS.

Over 140 mannequins displayed the very latest creations in women's wear at the Drapery Exhibition, opened by the Lord Mayor of London, at the Royal Agricultural Hall last month.

These graceful and agile young women are something of quick-change artists, and have to change their frocks from 60 to 100 times a day.

One firm had mannequins attired in bridal array, with bridesmaids complete.

NEW COLOURS FOR OLD.

Who is the man—or is it a woman—who each year decides that all the old colours must be rechristened?

There are ten new authentic summer colours. They are:—Chartreuse, which faintly resembles the liqueur of the name; Biskra, which suggests not the desert town of the name, but a pallid pink;

Airforce, which really is like the flying man's blue;

Foxglove and Oakapple;

Dawn, which is more like sunset;

Cloud, very English and very grey;

Sahara, sand-like;

Palm-green, which is more like myrtle, and

Rose Marie, which is, in other words plain red.

FLORAL STOCKINGS.

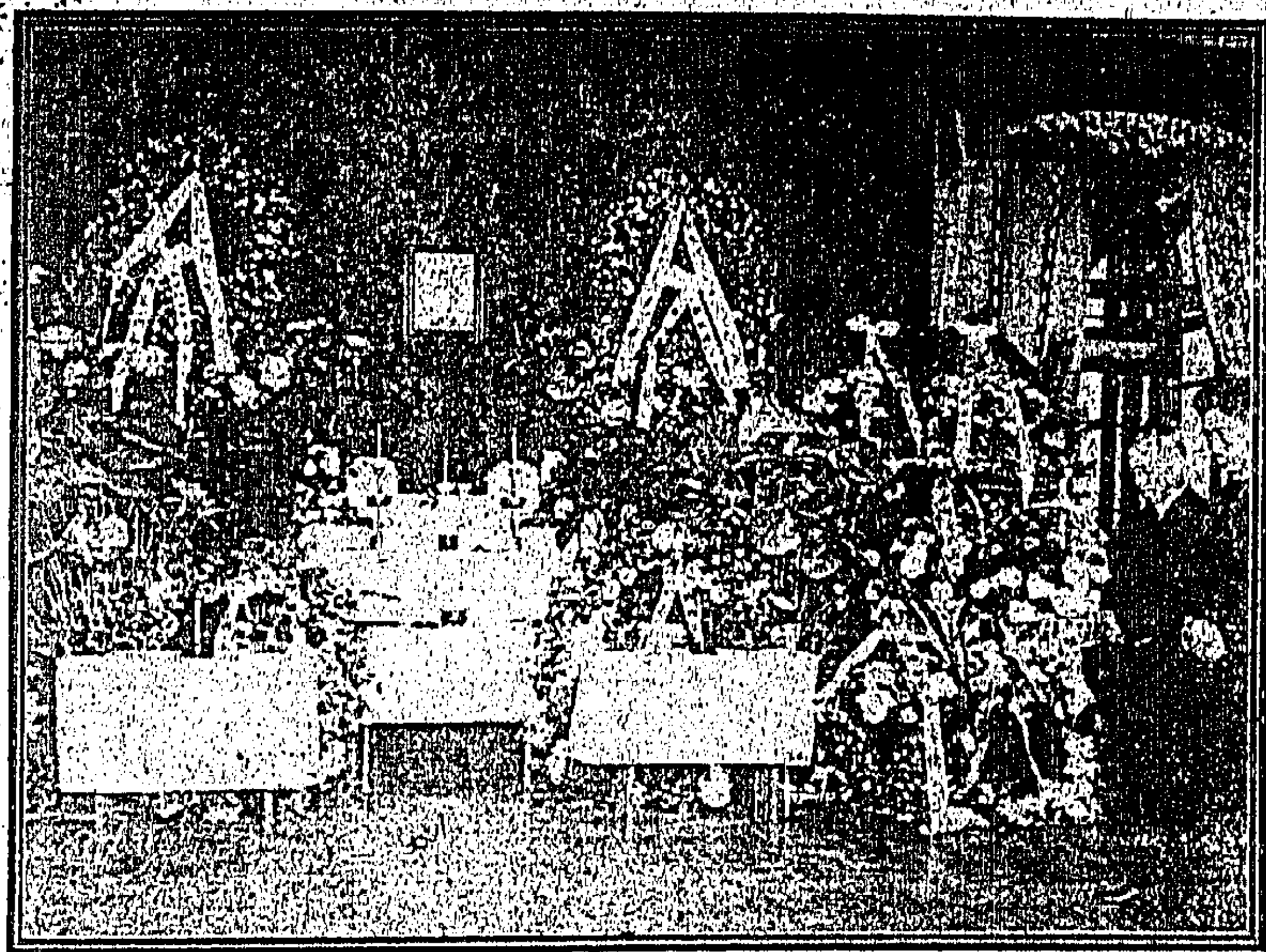
The newest stocking has woven into it a spray of flowers. The flowers have a painted effect, but they are woven in in natural colours, and it is claimed that they will not run in the laundry. The flowers are in the front of the stocking.

These stockings are from two guineas a pair.

There are no audacious surprises in the exhibition. Even the bathing dresses are models of discretion.

The most striking is a sea costume, elaborately embroidered with life-like fishes.

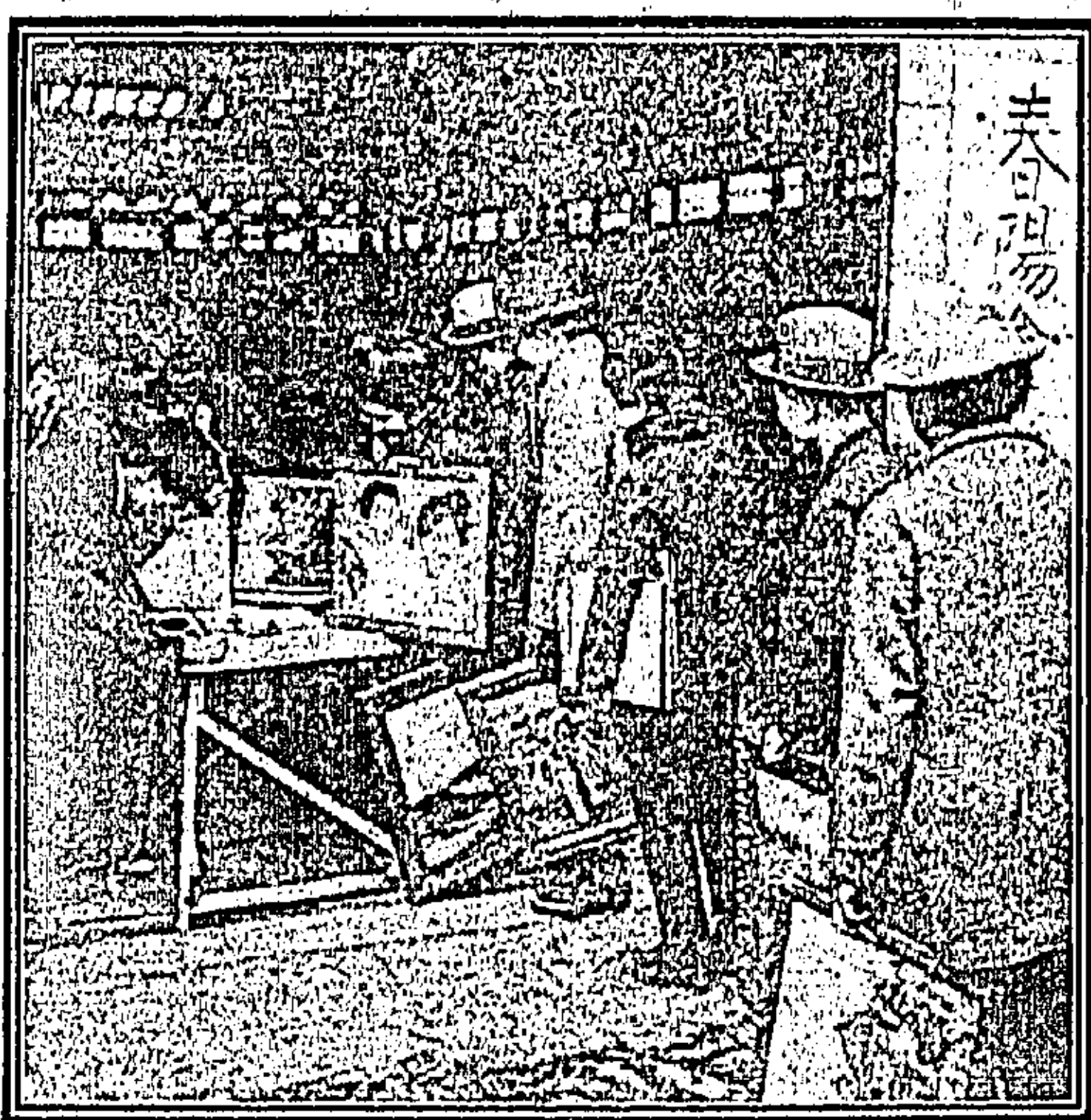
The exhibition, which is not open to the public, proves that the most lovely and useful things for woman's wear are designed and made in England.



MOURNING FOR WIFE OF JAPANESE ADVISOR.—All Peking officialdom paid homage to the memory of Madame Saburi, wife of the Chief Technical Advisor to Japan's delegation to the Customs Conference, who died in Peking suddenly of scarlet fever. This photograph shows the little Buddhist shrine which was erected in the Japanese Legation, with the widower and, at his left, Mr. Hori, Secretary of the Legation, paying their respects to the deceased.



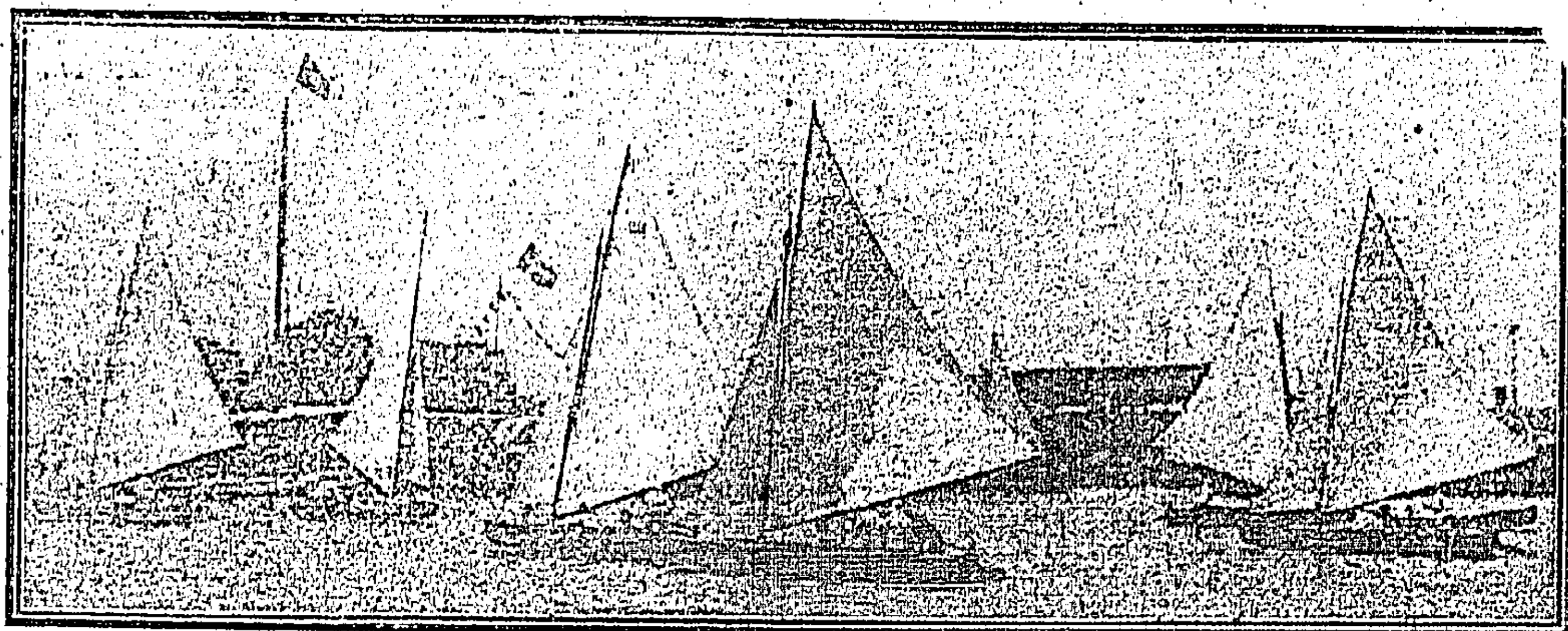
WEDDING BELLS IN PEKING.—On June 1 the wedding was celebrated at the Pottang Cathedral of Monsieur Jean Chauvel, Secretary to the French Legation, and Mademoiselle Diana le Maire de Warzee d'Hermalle, daughter of the Belgian Minister to Peking. Our group shows the bridegroom with their six pages and four little bridesmaids, after the wedding ceremony.



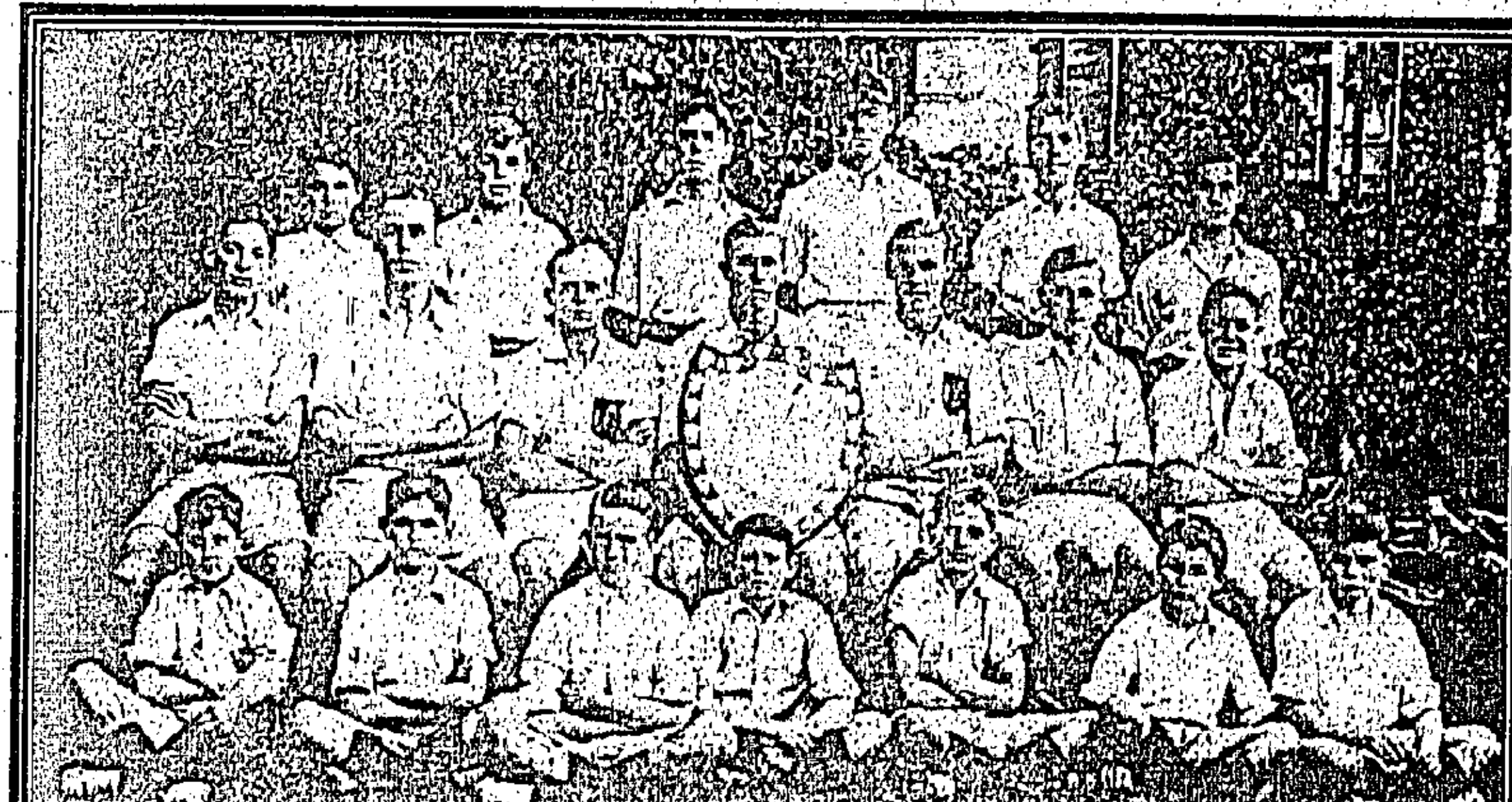
JAPANESE "BOHEMIANS."—Long-haired Japanese artists of the new school, who try to dress and paint like their brothers in Paris, hold frequent exhibition of their work at Ueno Park in Tokyo. This group is submitting their prized works for display.



PRESENTATION OF ST. ANDREW'S BURSARIES.—Colonel Gordon, C.M.G. D.S.O., President of Shanghai St. Andrew's Society, gave a party at the Majestic Hotel in honour of three winners of St. Andrew's Bursaries. Our group shows the winners, Master C. J. Taylor (first, second from the left, seated on the floor, Master A. G. Wood (second, third from the right, seated on the floor, and Master S. Fyfe (third, sixth from the left, seated on the floor. Colonel and Mrs. Gordon are seated in the middle of the group, with Mr. Brodie A. Clarke, who distributed the bursaries, on Mrs. Gordon's right, and Mrs. O. H. Rutherford.



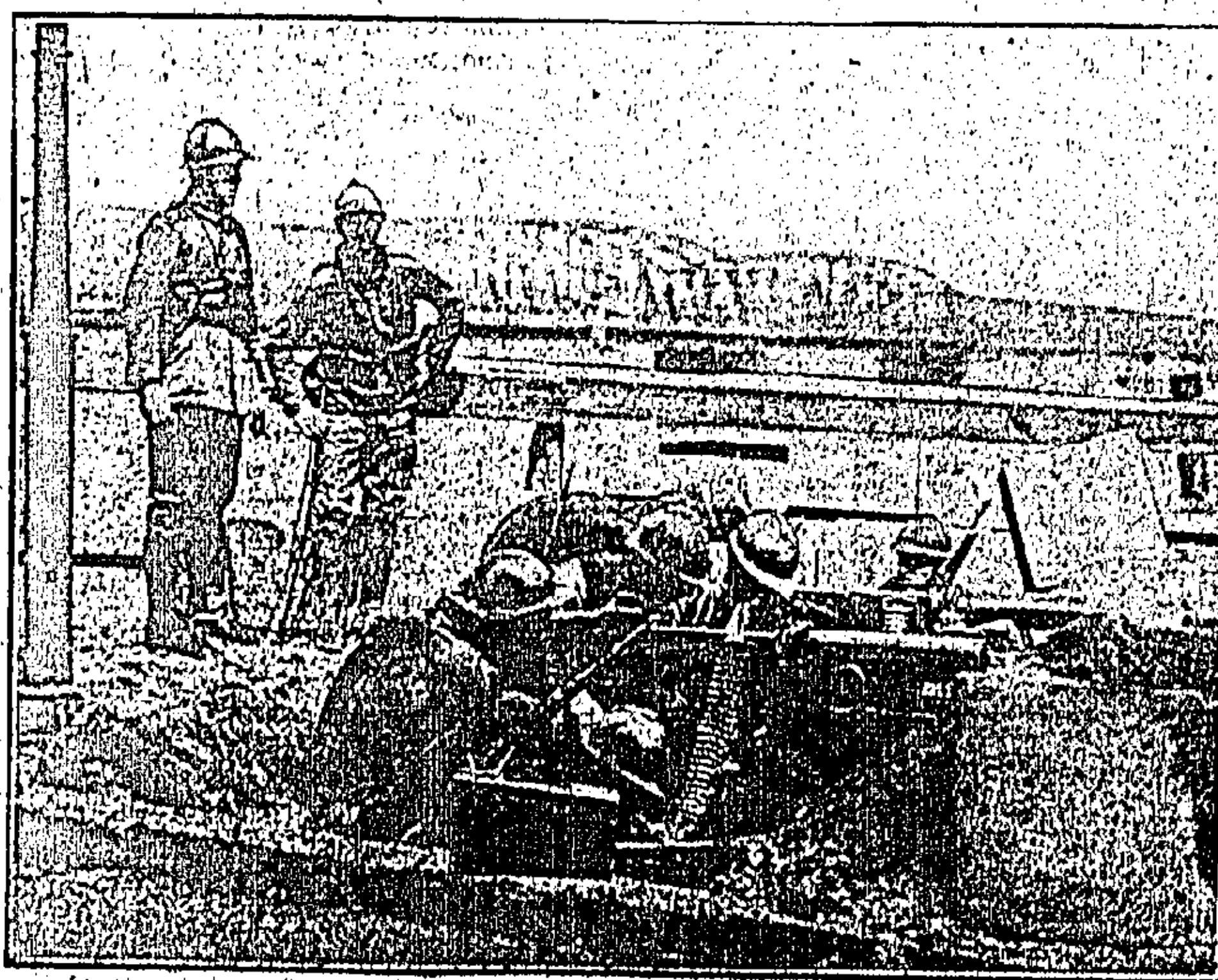
WHITE SAILS FLYING.—Picturesque scene taken at Honli during the recent regatta. Unlike the Honley of the home land, Shanghai's Honli is broad enough for sailing as well as rowing races. On the second day of the regatta the Midget Yacht Club won the sailing race by 6 points against the Shanghai Yacht Club although the latter managed to secure the first boat home.



PRIZE-WINNERS AT CHEFOO SCHOOL.—Group of prize winners at the 1926 athletic sports held at the China Inland Mission Boys' School, Chefoo. Standing: Darlington, Bannan, Davies, Luttrell, Andrew, Davis; seated: Dorval, Stark, Pota-Hunt, Best, Moore, Fairclough, Dilley; on the ground: Walker, Edgar, Grant, Day, Dunlap, Walker and Luttrell.



A MEAL BY THE ROADSIDE.—Youngsters partaking of their midday meal bought from the travelling cook. Appetising odours rise from the portable kitchen and tempt the hungry to spend a few coppers on a bowl of rice and some savoury pork and vegetable stew.



POLISH COUP.—One of Marshal Pilsudski's machine gun posts on the banks of the Vistula during his coup at Warsaw. (Times copyright)



CHEMISTRY FOR WOMEN.—Japan's first women druggists have now made their appearance. These two graduates of the Nippon Pharmaceutical School are working in a Tokyo drug store. Underneath their big white business-like aprons, they still wear their gaily flowered kimonos.



NEARING THE END.

JEAN BOROTRA DEFEATS HOWARD KINSEY.

WONDERFUL WIMBLEDON YESTERDAY.

London, July 2. Wimbledon was packed to-day and the gates had to be closed, though the weather was dull and threatening.

In the final of the Men's Singles, Jean Borotra (France) defeated Howard Kinsey (America) 8-6, 6-1, 6-3.

Wimbledon experts assert that the Frenchman on the form he displayed would have beaten any player in the world. Howard Kinsey attempted to keep him from the net by consistent lobbing, but Borotra returned these across the court and then advanced to the net and demolished Kinsey's returns with spectacular smashing.

It did not take him long to muster the American's subtle cuts and slicings and he hit them both backhand and forehand most powerfully and certainly. He even out-lobbed Kinsey when required. Both were accorded a tremendous ovation from the delighted crowd.

An American Success.

In the final of the Ladies' Doubles, Miss Ryan and Miss Mary K. Browne (America) defeated Mrs. L. A. Godfree and Miss Colyer 6-1, 6-1.

The Americans were aggressive from the start and forced the English back to the base-line. They went from 3-0 to 4-1, Miss Ryan being unusually active. Miss Colyer was playing extremely well but was unable to save the set at 6-1. The American pair maintained a great superiority in the second set, Miss Ryan smashing, and volleying, brilliantly. Miss Browne gave her best display of the tournament, her play being distinguished by swift accurate returns. It was a disappointing final.

The Godfrees Beat Richards and Miss Ryan.

Mr. and Mrs. L. A. Godfree qualified for the final of the Mixed Doubles by defeating Vincent Richards and Miss Ryan, 7-5, 6-4. The English couple had a better understanding in a magnificent match, Mr. Godfree's fast screw service being most effective, and his overhead work was also sound. His wife drove cleanly from the back-line.

Vincent Richards was palpably weak, and gave Miss Ryan, who exploited the chop stroke, very moderate assistance. Richards and Miss Ryan went to 3-0 in the first set, but the Godfrees drew level at 4-4. The Americans were within a point of set in the tenth game, but the Godfrees pulled round splendidly, made the score 5-5 and then won the next two for set.

Mr. and Mrs. Godfree led 4-2 in the second, but each player won his or her service game and amidst great applause the conclusion was reached.

In the semi-final of the Men's Doubles, H. Cochet and J. Brugnon (France) defeated Van Lennep and De Kehrting (Holland) 9-7, 6-1, 6-2.—*Reuter.*

HOME CRICKET.

THE AUSTRALIANS AGAINST NORTHANTS.

London, July 2. Northants compiled 125, Mailey taking 5 for 58 and Grimmett 5 for 18. The Australians thus won by an innings and 147.

London, July 2. Essex beat Sussex by nine wickets. Sussex scored 257 (Cook 54, Williams 106) and 176, O'Connor taking 6 for 70. Essex compiled 281 (O'Connor 68, Nicholas 81) Tate taking 5 for 64, and then 163 for 1 (Freeman 80, O'Connor 56, not out).

The M. C. C. beat Cambridge by six wickets. The M. C. C. scored 386 (Hendren 87, Moffatt 56, nearne 103) Meyer taking 5 for 90, and then 93 for 4. Cambridge compiled 113, Hyndson taking 5 for 84, following on with 362 (Dawson 70, Turnbull 65, Enthoven 98) Durston taking 6 for 84.—*Reuter.*

COUNTY CRICKET.

GOOD SCORING IN FINE WEATHER.

THE HONOURS LIST.

The county cricket programme during the past few days has provided big scoring and not a few surprises.

Ernest Tyldesley scored 213 runs against Kent for once out, and other good double performances were achieved by Shipman (Leicester) 55 and 145; and Bowden (Derby) 63 and 55.

The principal performances were:

Batting.

Shipman (Leicester) 145
Tyldesley (Lancs) not out 144
Bowen (Hants) 133
Brown (Hants) 120
Wright (Worcester) 111
Williams (Sussex) 106
Parsons (Warwick) 104
Hearne (M.C.C.) 103
M. Jewell (Worc.) 103
Lord (Leicester) 102
H. J. Enghoven (Cambridge) 98
Smith (Gloucester) 94
Hendren (M.C.C.) 87

Bowling.

Macdonald (Lancs) 7 for 81
Tate (Sussex) 5 for 64

A GREAT REPLY.

FOUR CENTURIES IN HANTS MATCH.

London, July 2. Major F. S. Jewell, who succeeded M. K. Foster as captain of the Worcester team, and Wright, hit out lustily against Hampshire at Portsmouth, both passing the century mark before being defeated. Root treated tired bowling with scant respect and hit 68 runs, the Worcester team putting up the very respectable total of 380 runs in their first innings.

In reply Hampshire surpassed this effort, indeed chiefly by well-played innings by Brown and Bowden, they lead by 95 on the first innings. Foster hit out gallantly when Worcester batted again, but they were quickly out for 166, and Hants knocked off the necessary runs for victory with nine wickets to spare, the scores being as follows:

Worcester: 330 and 166.
Hants: 475 and 72 (for 1 wkt.).

Wright and Jewell in partnership laid the foundation for the big score of Worcester, the former getting 111, and Jewell succumbing when his total stood at 103. Root hit 68.

In reply Brown hit 120, following up his 100 against Essex earlier this week, and Bowden contributed 133. The Hants batting was even and for the fourth time this season they passed the 400 mark.

M. K. Foster made 69, but the rest of the Worcester man failed in the second innings, and Hants won in requiring 72 to win.—*Reuter.*

EXCITING FINISH.

MACDONALD'S "HAT-TRICK" SETTLES KENT.

London, July 2. The Lancashire team gave a magnificent all-round display against Kent at Dover, and their captain declared in the second innings with only five wickets down and they put up a fine score in the second innings, and might well have brought off a sensational victory but for the fact that Macdonald, the ex-Australian fast bowler, now of Lancashire, did the hat-trick. Lancashire won by thirty-five runs.

Macdonald was in good form throughout; he took seven wickets in the first innings and five in the second, though they cost him in all 187 runs.

The scores were:
Lancs: 336 and 243 (for 5 wts. dec.).
Kent: 164 and 392.

THIRD TEST TEAM.

THIRTEEN POSSIBLES SELECTED.

London, July 2. England's Third Test team for next Saturday's match at Leeds will be selected from the following thirteen players:

A. W. Carr (Notts) captain.
A. P. F. Chapman (Kent).
Hobbs, (J.B.) (Surrey).
Sutcliffe (H.) (Yorks).
Woolley (F.E.) (Kent).
Tate (M.W.) (Sussex).
Hendren (E.) (Middlesex).
Root (F.) (Worcester).
Larwood (Notts).
Strudwick (H.) (Surrey).
Kilner (R.) (Yorks).
Macaulay (G.) (Yorks).
Parker (C.) (Gloucester).—*Reuter.*

LATE DECLARATION.

LEICESTER LEAD 308; WARWICK PLAY OUT TIME.

London, July 2. It was a great struggle at Coventry where Warwick entertained Leicester and gained first innings points.

Leicester facing a deficit of 41 in the first innings, hit out splendidly and had gained an advantage of 308 before declaring, with seven wickets down.

The Warwicks fell steadily but they succeeded in playing out time with eight wickets down and 104 runs still necessary.

The scores were:

Leicester: 252 and 349 (for 7 wts. dec.).
Warwick: 293 and 204 (for 8 wts.).

Shipman (55) and Rudd (68 not out) were the outstanding performers in the Leicester first innings, while Parsons contributed 104 to the Warwick total of 293.

Batting a second time Shipman and Lord treated the Warwick bowling with scant respect, the former hitting 145 before being defeated, and Lord scoring 120.

Warwick played out time.—*Reuter.*

SURPRISE VICTORY.

DERBY BATSMEN FIND BEST FORM.

London, July 2. Derby brought off a great, though unexpected victory, against Gloucester, and the performance was more meritorious in that the game was played at Bristol. Derby faced a first innings deficit of some 39 runs, but they disposed of Gloucester fairly cheaply in the second innings, and the Derby batsmen came up to scratch and knocked off the runs necessary for success with six wickets to spare.

The scores were:
Gloucester: 287 and 182.
Derby: 248 and 223 (for 4 wts.).

Smith, for Gloucester played another fine innings, and Cecil Parker, the bowler also came up smiling with a contribution of 73. Smith was within six of his century when he was defeated. The remainder of the Gloucester men put up little resistance to the bowling of Garnett Lee, the old Nottinghamshire cricketer, who took 5 wickets for 89 runs.

Dipper hit 69 out of 182 in the Gloucester second innings. The principal scorer in the Derby first innings was Bowden, who hit 63, and opening the second innings with Townsend, he added another 56 to his aggregate for the match. Townsend had scored 51 when he lost his wicket, but Storer played a good innings of 56 not out and made victory certain.—*Reuter.*

GOLF.

ROYAL HONGKONG GOLF CLUB RESULTS.

In the Electric Competition at Happy Valley in June, C. A. Grimes 38-4½-33½ won. Other scores were—J. S. McLaren 38-3½-34½, J. Stewart 39-3½-35½, W. H. Edmonds 40-4½-35½.

Sixty-eight cards were taken out. In the Denison Cup, June Qualifying Competition, J. W. Franks 67-7½-59½, qualified.

Other Sport on Page 4.

JAPAN MAKES CLEAN SWEEP.

FRANCISCO ARAGON'S FINE EFFORT.

GRUELLING GAME.

San Francisco, June 27.—Takefuchi Harada defeated Guillermo Aragon in the fifth and final match of the Davis Cup tournament between Japan and the Philippines in straight sets, 6-2, 6-3 and 7-5. This gives the Japanese team a clean sweep of the tournament.

Sukio Tawara defeated Francisco Aragon in the fourth round of the Davis Cup tournament between Japan and the Philippines by scores of 6-2, 8-6, 1-6, and 7-5. Both players showed extraordinary speed and skill and each point was bitterly contested.

The Aragon brothers, Philippine Davis Cup team, were beaten in the doubles because they had no alternate players in case one of them became incapacitated.

This is the consensus of opinion among spectators who watched the Filipino-Japanese match today. Guillermo said before the start of the game that he had been suffering sharp pains in his right ankle and stomach, cramps as a result of the match on Friday. When he finished playing this afternoon his ankle was considerably swollen and he walked with a limp.

In spite of this handicap, Guillermo played the best game on the Filipino side of the net. His excellent placing of shots in the back court near the side lines was largely responsible for winning two of the five sets. The service of both Filipinos was good throughout the match.

Tawara's service was likewise excellent but Harada knocked his ball into the net repeatedly and lost several games through poor service. In the fourth set the Filipinos tried to exchange long drives but failed. Their slender bodies did not seem to have the endurance necessary for fast, continuous action through five sets. Both Aragons praised their opponents and said that they would try again sometime.

ARAGON FAINTS.

San Francisco, June 28.—Francisco Aragon was within one point of winning his match against Tawara on Sunday. Each man had won two sets and the score of the fifth and final set stood five to four in favour of Francisco. The deciding game which would have given the Filipino player a victory in the match, went to deuce.

Francisco took the next point, giving him advantage and he needed only one more point to give him game, set and match. At that point Tawara rallied sensationally, won the next three points for game, making it a deuce set. The Japanese player continued his extraordinary recovery through the next two games, winning both without much difficulty.

Francisco fainted at the conclusion of the match and had to be carried part of the distance to his dressing room. The match was one of the most spectacular exhibitions of tennis ever witnessed on the Pacific coast. Rarely has the excitement of the spectators at a tennis match reached a pitch where few remained in their seats, but stood cheering.

Francisco's service was consistently excellent, but he seemed to lack strength to cope with Tawara's terrific volleying and smashing drives from the back of the court. Tawara also played a brilliant game near the net.

The final singles match between Harada and Guillermo was slower and less interesting. Harada's service was erratic and he lacked his usual speed. Guillermo was greatly handicapped by his swollen ankle but he fought gamely from the beginning to the end of the match. Occasionally he showed the same skill in placing shots as on Saturday in the doubles match.

FAR EAST OLYMPICS.

F.A.A.F. PETITIONS FOR P80,000.

The Philippine Amateur Athletic Federation officials presented to Governor General Wood a petition that he recommend provision in the insular budget for 1927 an appropriation of P80,000 to cover expenditures of the Philippine team to compete in the next Far Eastern Olympic Games in China. Director Jorge B. Vargas of the bureau of lands, a member of the governing board of the P. A. A. F., and a delegation of other P. A. A. F. officials submitted the petition on Saturday a few minutes before the governor general left for the south.

The chief executive is understood to have promised his co-operation with the P. A. A. F. in obtaining the necessary funds and it is expected that he will make the necessary recommendations in his annual message to the legislature which will be read on July 16. The sum of P80,000 was granted by the legislature in 1922 to defray the expenses of the Philippine team to the meet at Osaka.

Director Vargas has declared that preparation will soon be made for Philippine participation in the next Far Eastern Athletic meet. Neither the date nor the place for the meet has been set, but Mr. Vargas understands that it will be either Peking or Shanghai and it will be held sometime next May.

Regarding the extension of the trip of the Aragon brothers to the eastern coast of the United States to join other tennis matches, the P. A. A. F. has not yet made any decision, Mr. Vargas said. He personally believes, however, that the experience which the Philippine champions may acquire in matches other than those of the Davis Cup Tournament, will be of much value to them in future championship meets abroad. Mr. Vargas is chairman of the tennis committee of the P. A. A. F.

H. L. COLLINS ILL.

LIKELY TO BE OUT OF NEXT TEST.

London, July 2. Herbert L. Collins, the leader of the Australian team has been troubled with neuritis in the right shoulder, and it is feared that this will keep him out of the field for a fortnight, including the Third Test Match at Leeds next Saturday.—*Reuter.*

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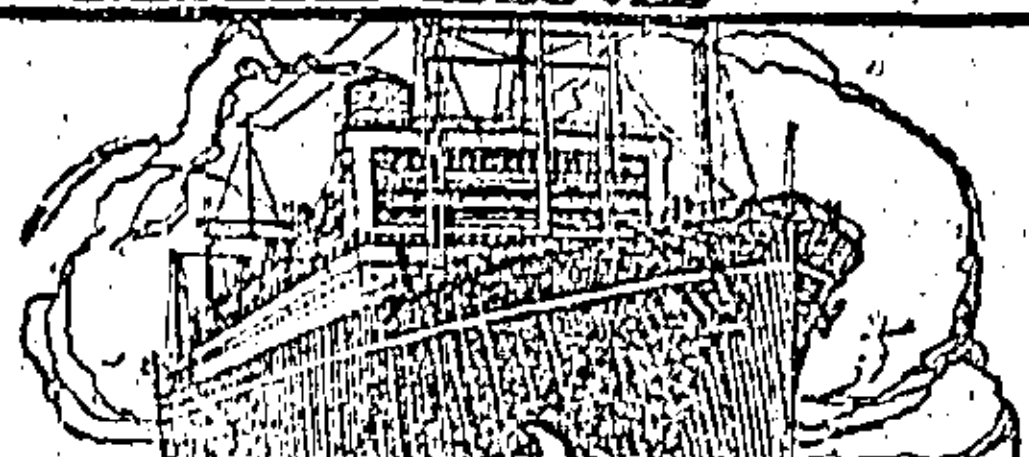
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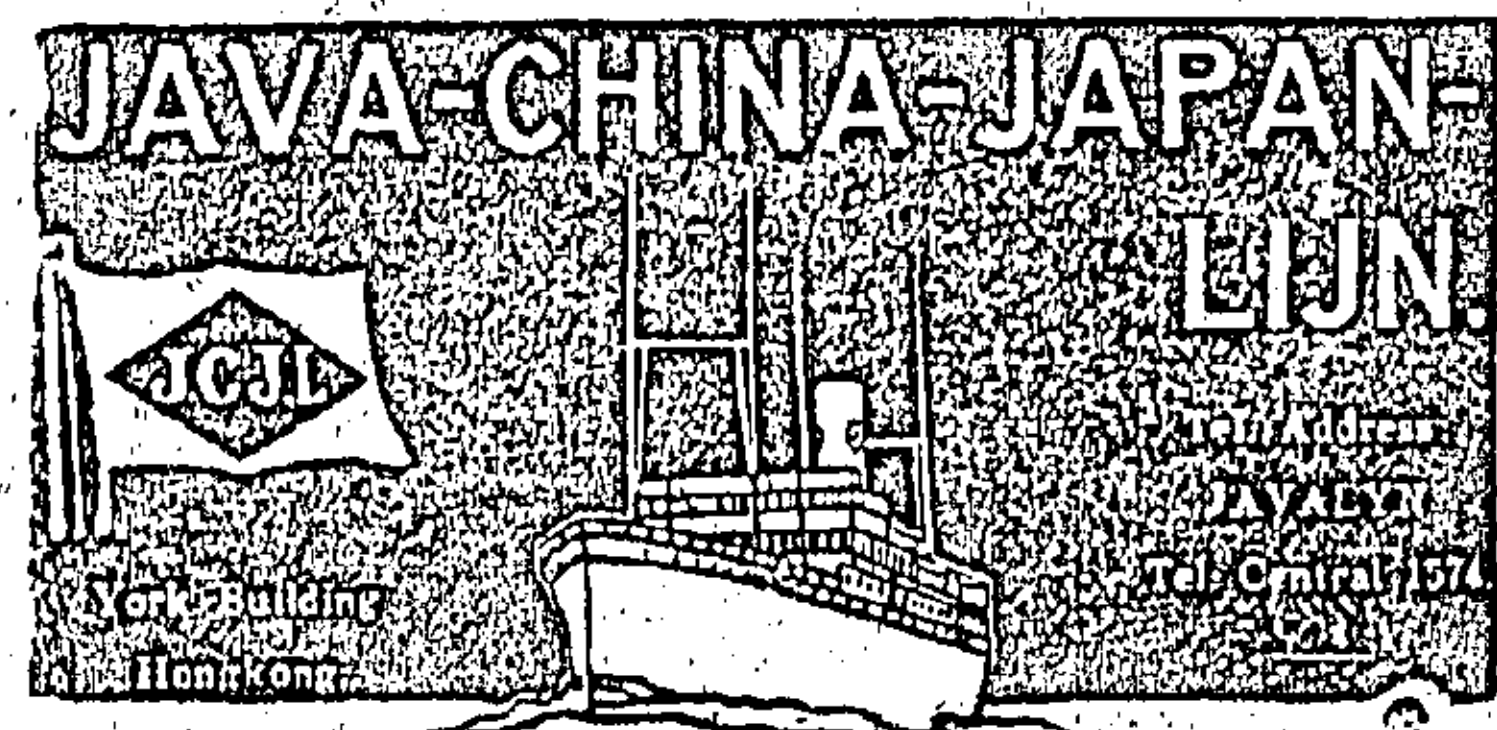
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Tjikini	Java	6th July	9th July	Amoy, S'hai
Tjisaröen	Batavia	11th July	15th July	Shanghai
Tjikarang	Shanghai	12th July	15th July	Batavia
Tjimanoeck	Java	20th July	23rd July	Amoy, S'hai
Tjisaröen	Shanghai	26th July	29th July	Batavia
Tjikini	Dalay	4 August	6 August	Soerabaya

†Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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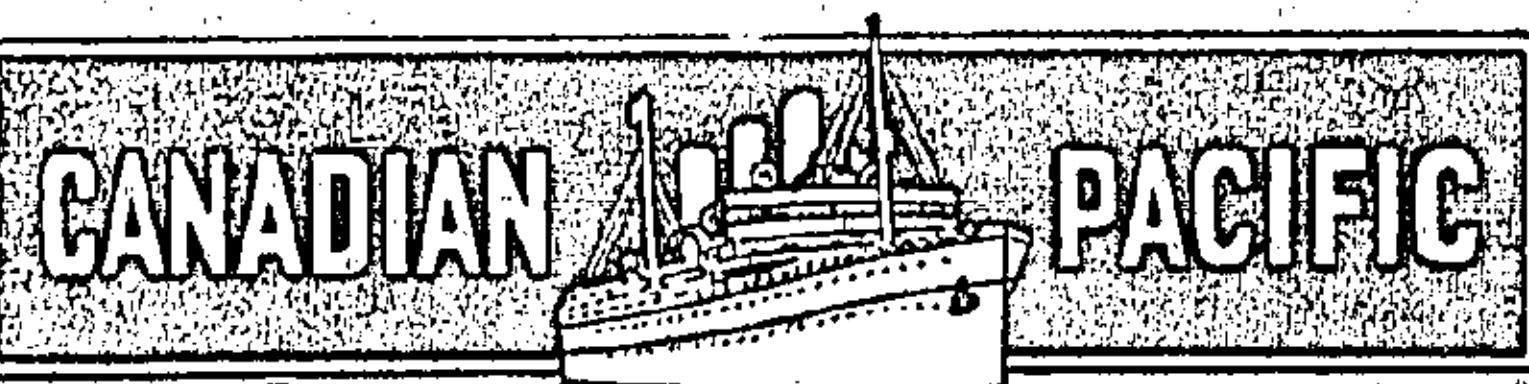
Pres. Pierce July 4-12 noon
 Pres. Taft July 18-12 noon
 Pres. Wilson Aug. 1-12 noon

TO MANILA

Pres. Monroe July 6-8.00 a.m.
 Pres. Taft July 9-8.00 p.m.
 Pres. Harrison July 20-8.00 a.m.

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EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

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July 14	July 16	E/RUSSIA	July 17
Aug. 11	Aug. 13	E/ASIA	Aug. 14

Passenger Department: Tel. C. 752. Cables: "GAOANPAO."
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STIRLING EXPEDITION.

INTERESTING ENCOUNTERS WITH THE PAPUANS.

A report of the further progress of the Stirling Expedition into New Guinea, dated May 17, received by the Aneta Press Bureau, gives an account of a meeting with Papuans and a visit to a Papuan village. The report says:—

Dr. van Leeuwen and Mr. Leroux made arrangements to proceed further up the river with the object of visiting a Papuan village which was located in the vicinity and a few hours later they proceeded in two prauws (kolehs) accompanied by two soldiers and a batch of Dyak rowers. Prof. Stirling also accompanied them.

They encountered a group of Papuans on their way down the river. Upon being informed by Dr. van Leeuwen and others present that they wanted to visit their village the Papuans stopped their boat in mid-stream and were reluctant in acceding to the request of the party. They only laughed at the strangers and did not show any willingness to lend them to their village. Thereupon Dr. van Leeuwen and the others returned to Albatros Bivouac, accompanied by the group of Papuans.

Dr. van Leeuwen and the other members of the party recognised several familiar faces amongst the Papuans, especially the old Papuan with a hooked nose, who looked very much like an Israeli.

It was observed that in this group of Papuans there was a young boy of ten, covered with white dandruff in its worse form, and, according to the doctor, it was similar to the dandruff usually seen amongst the Dyaks.

Enjoy Cigarettes.

The whole afternoon was spent in entertaining the Papuans, who were no longer reserved. They were at home at Albatros Bivouac and displayed enormous appetites and were particularly fond of rice and cigarettes, smoking one after another. In fact they tapped Mr. Leroux frequently on the shoulder and said that they were good friends. Prof. Stirling, who was intensely interested in what was transpiring, sat next to Mr. Leroux zealously recording every possible word expressed by the Papuans.

Preference for Nigger Songs.

The Papuans remained at Albatros Bivouac till 10 p.m., and considerably enjoyed the music provided by the gramophone. They were not so interested and did not seem impressed with orchestral pieces as they were in the nigger songs, in fact they so immensely enjoyed the nigger songs that they did not hesitate to join in by whistling and making weird sounds with their tongues.

It is indeed funny that they preferred the nigger songs, and the European members of the expedition could not help observing the possibility of relationship between the two Negroid types.

Mr. Leroux, through his hospitality, had now become very popular amongst the Papuans, especially after feeding them with rice and salt and supplying them with cigarettes, and, to his dismay, the Papuans spent the night under the roof of his tent.

After a photograph had been taken, Capt. Posthumus made the necessary arrangements to visit the Papuan village and had the motor-boat and a dyak prauw ready at the disposal of Prof.

Stirling, Dr. van Leeuwen and Mr. Leroux, and before long the party were on their way up the river, accompanied by the Papuans.

After three hours of steaming, they arrived at Havik Island and soon after proceeded up a tributary about 30 metres wide at the mouth. After a considerable distance, the Papuans stopped the prauw alongside a creek and beckoned to the party to follow them. The motor boat and the dyak prauw was left in charge of a couple of soldiers and other personnel.

The going was rather tedious for the members of the expedition as they had to wade knee deep in mud and one native soldier sank to his waist in the mud and had to be dragged out. As it was getting dark and the members of the party were desirous of returning to the Bivouac before night fall, it was decided to defer the visit to some few days later.

Dyaks in Aeroplane.

Further to the foregoing, Aneta has received a wireless message from Pioneers Bivouac stating that the two Dyak chieftains, Anil Pool and Tomalinda, flew over the jungle-clad mountains and seething rapid of the Membramo river in the Stirling aeroplane on the 9th inst.

Both the Dyak chieftains were considerably elated by the ride in the heavens and declared it in Malay "Bagoes." At the commencement the Dyaks disbelieved that man could fly, but after they had seen their two chieftains in the aeroplane they were very much impressed and were prepared to fly and were proud of the fact that their race could do so.

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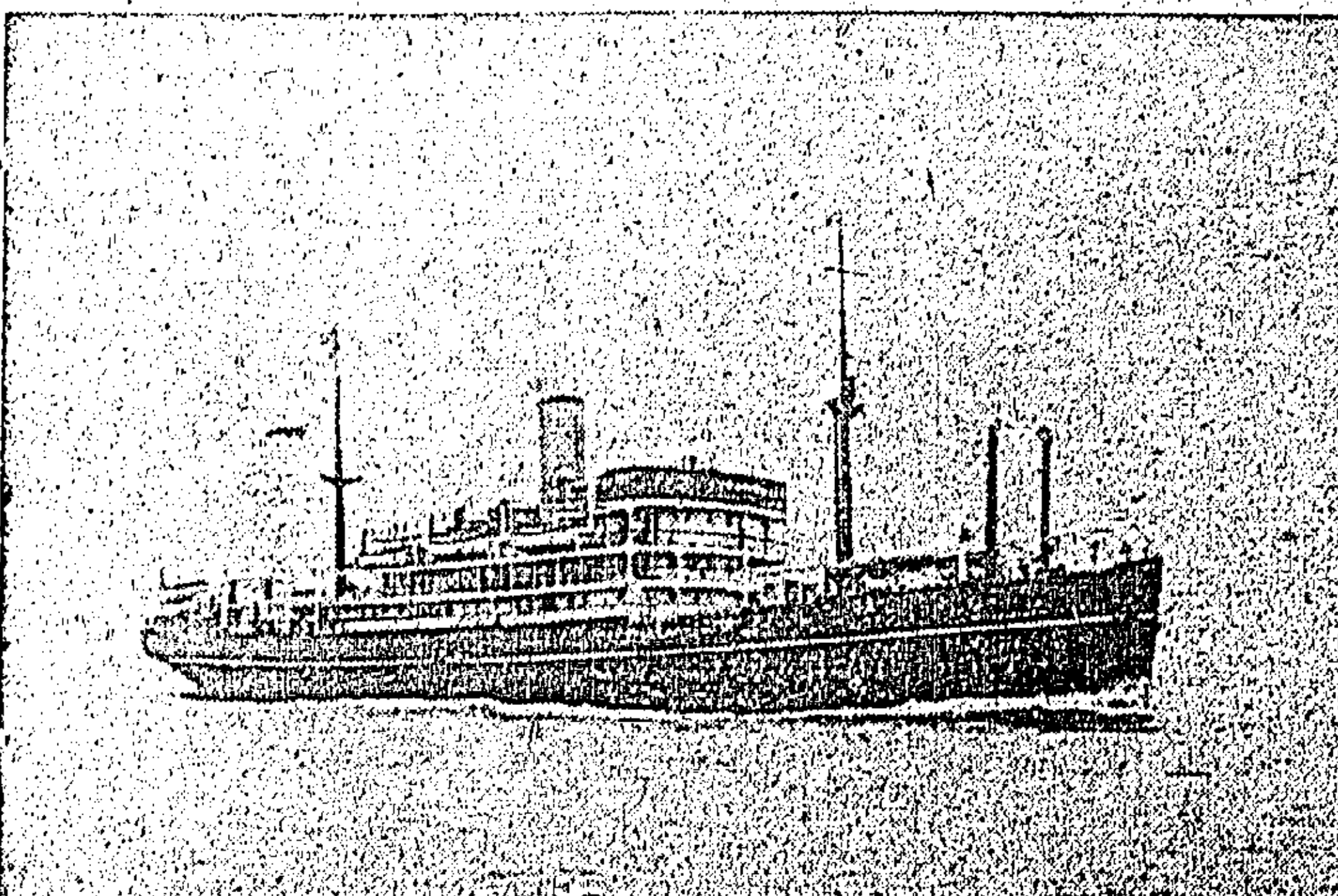
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	Tons	From Hongkong (about)	Destination
JEYPORE	8,318	5 July noon	S'pore, P'ang C'bo & B'bay
KARMA	9,128	10 July noon	M'les, London Antwerp & Hull
ALIFORE	5,273	17th July	S'pore, P'ang & Bombay
PADUA	5,907	19th July	Marseilles Rotterdam London & Antwerp
KASHMIR	8,985	22nd July	S'pore, P'ang C'bo & B'bay
RANPURA	16,585	24th July	Marseilles & London
DELTA	8,097	27th Aug.	M'les, London & Antwerp
MACEDONIA	11,089	21st Aug.	Marseilles & London
KALYAN	9,144	4th Sept.	M'les, London & Antwerp
MALWA	10,941	18th Sept.	Marseilles & London
KASHGAR	9,005	2nd Oct.	Marseilles London & Antwerp
MOREA	10,918	16th Oct.	Marseilles & London

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SANTHIA	7,764	7th July	S'pore, Penang & Calcutta
TILAWA	10,006	15th July	S'pore, Penang & Calcutta
TALAMBA	8,018	19th July	S'pore, Penang & Calcutta
SHIRALA	7,841	3rd Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	27th Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st Oct.	Island, Townsville, B'bane.
ARAFURA	6,000	29th Oct.	S'p'v and Melbourne.

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RANPURA	16,585	8th July	Shanghai Only
DELTA	8,097	9th July	S'hai Moji Kobe & Yoko
SHIRALA	7,841	14th July	Moji Kobe & Yoko
TALMA	10,000	20th July	Moji & Kobe
MACEDONIA	11,089	22nd July	Shanghai Moji & Kobe
TANDA	6,900	3rd Aug.	Moji Kobe Osaka & Yoko
KALYAN	9,144	5th Aug.	Shanghai Moji & Kobe
TAKADA	6,949	6th Aug.	Shanghai Moji & Kobe

All dates are approximate and subject to alteration without notice.

PARCELS MEASURING NOT MORE THAN 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

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S.S. "LAOMEDON"	... via Suez Canal ... 16th July.
S.S. "CITY OF BEDFORD"	... via Suez Canal ... 30th July.
S.S. "MALVERMIAN"	... via Suez Canal ... 13th August.

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S.S. ALDEBARAN	... 2nd July.
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S.S. GEMMA	... 7th August.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Tuesday, 27th July
TAIYO MARU	Monday, 9th Aug.
TENYO MARU	Monday, 9th Aug.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama	Tuesday, 17th July
RUKUYO MARU	Wednesday, 25th Aug.
GINYO MARU	Wednesday, 25th Aug.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports	Saturday, 3rd July
ATSUMA MARU	Saturday, 17th July
KASHIMA MARU	Saturday, 17th July
SYDNEY & MELBOURNE via Manila & Ports	Wednesday, 21st July
AKI MARU	Wednesday, 18th Aug.
MISHIMA MARU	Monday, 30th July
NEW YORK and/or BOSTON via PANAMA	Monday, 30th July
TATSUNO MARU	Wednesday, 14th July
BUENOS AIRES via Singapore, Durban & Cape Town	Wednesday, 7th July
KAWACHI MARU	Sunday, 11th July
BOMBAY via Singapore & Colombo	Thursday, 8th July
TAMBA MARU	Thursday, 8th July
CALCUTTA via Singapore, Penang & Rangoon	Saturday, 17th July
MALACCA MARU	Saturday, 17th July
NAGASAKI, KOBE & YOKOHAMA	Saturday, 17th July
MISHIMA MARU	Monday, 5th July
SHANGHAI, KOBE & YOKOHAMA	Monday, 12th July
AKITA MARU	Wednesday, 14th July
FUSHIMI MARU	Tuesday, 20th July
NAGANO MARU	Tuesday, 20th July
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ANDRELEON	20th July.
PAUL LECAT	4th June	22nd June	3rd Aug.
G'at METZINGER	8th June	20th July	17th Aug.
FONTAINEBLEAU	2nd July	3rd Aug.	31st Aug.
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GLENIFFER	24th July	L'don, R'dam & H'burg via Oran	
GLENOCLE	5th August	PEMBROKESHIRE	25th August
GLENAMOY	24th August	L'don, R'dam & H'burg via Oran	
GLENARHY	2nd September		
GLENSHANE	21st September		

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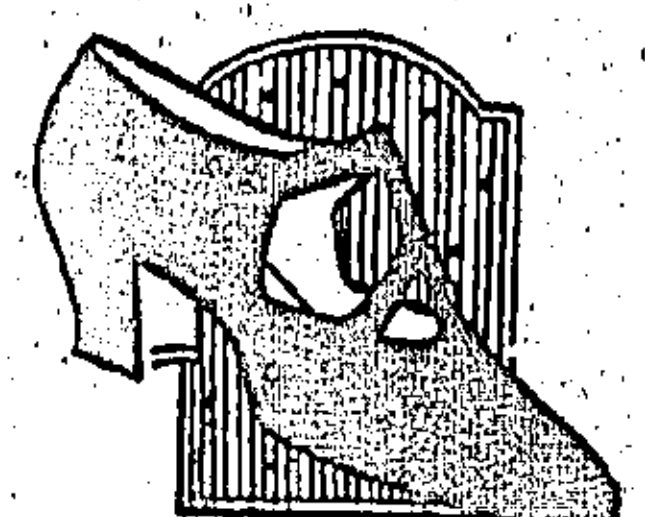
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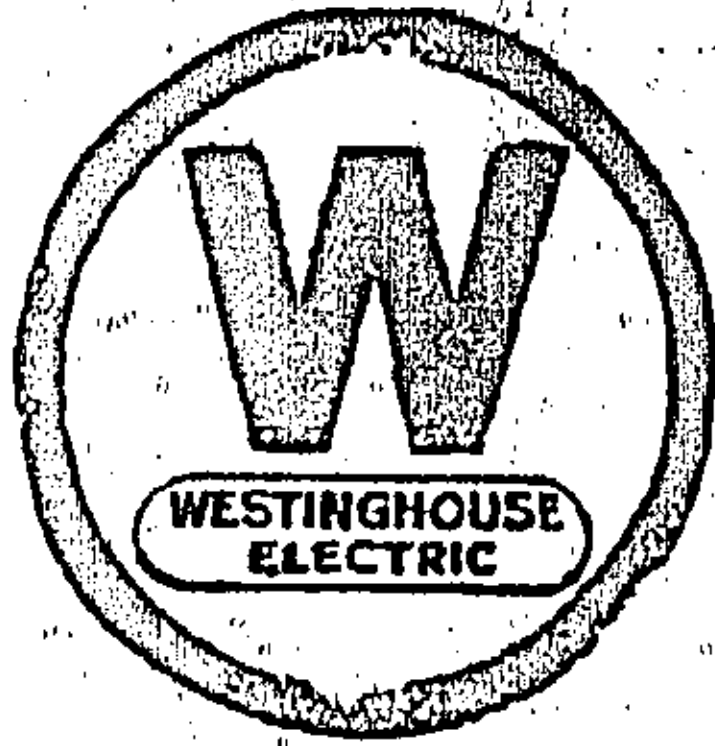
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**CORRUPTION IN THE
PHILIPPINES.**

ALLEGED PURCHASE OF
INFLUENCE.

LEGISLATION NEEDED.

Legislation designed to safeguard official morality and establish rigid standards of professional conduct for higher officials of the insular Government, especially members of the Legislature, is now an imperative necessity in the islands. Without such legislation corruption is likely to grow in the Government service in a manner that would make its uprooting nearly impossible within the next few years. This is according to an outstanding director whose Bureau daily comes in contact with legal practitioners whose conduct and methods leave much to be desired, says the *Manila Bulletin*.

There has been an increasing number of cases in the various Government offices which evidently involved the purchase of official and political influence, it is understood. In administrative cases and in cases where final decision lies in the hands of executive officials, officials of influence who are lawyers, mostly members of the legislature, have permitted themselves to be placed in a position where it became evident that their services were being engaged for mercenary purposes, it is stated.

In certain cases indiscreet and unscrupulous conduct has been shown by certain legislators by appearing in government offices as lawyers. The unbecoming aim of some clients is to use such legislators' official influence over the officials concerned to obtain a favourable decision, it is also understood.

In the United States such practice is not permitted and conviction for it is punishable by law, but in the islands there is no law that restrains or regulates it. The temptation on the part of members of the legislature has always been great and it should be regulated, it is stated. The only adequate remedy is believed to be the passage of a law restricting members of the legislature from appearing as counsel in administrative cases or in any other cases before executive officials where discretion in final decisions is involved.

COLONY'S FINANCES.**BIGGER CREDIT BALANCE.**

The *Gazette* publishes a financial statement showing that at the end of March the Colony's credit balance was \$8,466,447, as against \$8,397,141 at the end of February.

The revenue for the first three months of the year was \$4,869,638, as against \$5,404,078 last year, the corresponding expenditure figures being \$4,516,668 and \$5,543,240.

MASKED BALL.**AUDITED STATEMENT OF
ACCOUNTS.**

The accounts of the "Masked Ball," held recently at the City Hall have now been audited and a copy of the receipts and expenses may be seen at the offices of the Advertising and Publicity Bureau, Alexandra Building.

The statement shows a deficit of \$23.32. The receipts were \$2,227, sale of tickets realising \$1,610 and sale of coupons \$617.

The payments were \$2,250.32 comprising catering and refreshments \$972.45; advertising expenses \$318.29; incidental expenses \$909.58 and \$50 reserved for prizes which was donated to the Hongkong Benevolent Society.

The incidental expenses were coole hire \$84.55; decorations, including wiring, \$120.22; printing and stationery \$93.23; commission in sale of tickets \$22.40; hire of pianos and band \$245.70; hire of hall and furniture \$193.45; organisation and publicity fee \$125; audit fee \$25.

TODAY

Dollar on demand 2s. 2.15/16
Lighting-up 7.11 p.m.

WRECKED TUG.

(Continued from Page 1).

In the engines. The seas were terrific, and as there were no ships in the vicinity to render help, and as the water was by this time up to the furnaces, the skipper decided to make a desperate attempt to save the lives of everybody on board. He therefore ordered all hands to go on the fo'castle head, while he himself went on the bridge and took the wheel. The engines at this stage were gradually stopping, and as the tug was inside the heavy breakers, Capt. Malm headed the tug for the beach, which was very steep. Waves were breaking over the vessel with tremendous force. The vessel struck first once and then took a sheer, but the Captain still managed to keep her head on by throwing the wheel hard over. He then shouted "Everybody for himself, now—jump!"

CAPTAIN INJURED.

The crew then jumped into the water one by one and when they had all left the ship the Captain himself jumped ashore, but in doing so fractured his right arm and hand. Within ten minutes of the little craft being left the waves heavily pounded her and she later became a total loss. Afterwards, friendly natives rendered what help they could in recovering some of the effects of the crew who, with Capt. Malm subsequently left for Tagudin, where they were treated by the Municipal authorities as shipwrecked seamen. The Police took charge of the wreck, after the exhausted mariners had left her and on June 26, Capt. Malm and his crew were able to reach Manila.

Happily, no lives were lost in the disaster and we understand that the crew of the tug have signed a written statement to the effect that they owe their lives to the seamanlike action taken by Captain Malm under stress of extremely hazardous circumstances.

MARRIAGE LAW.

(Continued from Page 1).

he was liable to a hundred strokes of the bamboo and so forth. "Whatever the law in China may be," counsel added, "the law in this Colony is that if you do take two kit-fats you have not committed the offence of bigamy."

Mr. Braddell said that the evidence about Chinese marriages was hopelessly confused. Every one of these so-called experts gave different evidence, and Mr. Stirling himself put in an article of his which appeared in the Royal Asiatic Society Journal in which he contradicted in effect his own evidence. If they were in the position that nobody could say exactly what was the essential of a Chinese marriage, and if it was the fact the different Chinese tribes had different customs, then how could it be said that this marriage was improper and bigamous in the eyes of the Chinese?

THE PROBLEM.

Mr. Johannes, in opening his address, said in order to prove the legitimacy of the plaintiff, Mr. Braddell had to prove a marriage between the deceased and plaintiff.

Mr. Justice MacCabe Reay remarked that "union" was the proper one.

Mr. Johannes agreed, and said that there was no evidence whatever of a marriage with the plaintiff's mother. Mr. Braddell relied upon presumption, and they were then met with the difficulty of the deceased's marriage with respondent as a principal wife. If plaintiff's mother was married as a principal wife, deceased would have been guilty of bigamy under Chinese and English law.

Replying to their Lordships, Mr. Johannes said he had heaps of authorities to prove that a Chinese could only have one principal wife.

Mr. Justice Deane: Nobody knows what the law is. How are we to make this boy illegitimate on a thing we know nothing about?

Mr. Justice McCabe Reay said he was sure that counsel had a mass of evidence in support of his proposition, but there was a mass of evidence on the other side.

The hearing was adjourned.

According to a report made at the Harbour Office, the steamer Yamagata Maru, of the N. Y. K., rescued three Japanese from a derelict boat, which the steamer sighted on her way from Moji to Hongkong. The boat was in a disabled condition.

CANADIAN POLITICS.

PARLIAMENT DISSOLVED.

Ottawa, July 2.
Parliament has been dissolved.

AN UNEXPECTED HAPPENING.
Although uncertainty prevailed in a most complex parliamentary situation in Canada the announcement of the dissolution came with dramatic suddenness and before the sitting of the Commons fixed for two o'clock in the afternoon expectant crowds were awaiting admission to the galleries.

Mr. Meighen and Mr. King are preparing statements for publication. As Parliament does not exist supply was not voted and as Legislation passed has not received Royal assent, grants for supply and necessary expenditure will be made by Warrant of the Governor General.

THE MAIN ISSUE.

Lord Byng's refusal of the dissolution to Mr. Mackenzie King and his granting of the dissolution to Mr. Meighen, will be the main issue in the forthcoming general election, according to a statement made by Mr. King, declaring that "the issue which above all others is now before the people is whether or not the government of Canada is to be carried on in accordance with the expressed will of the people's representatives in Parliament under a system of responsible self-government."—*Reuter*.

RIVER LEVELS.**BOARD OF CONSERVANCY
RETURNS.**

The latest returns issued by the Board of Conservancy works of Kwangtung shows the water levels at the various ports on July 1st to be:—

Shiuhing	Plus	3.4 ft.
Tsingyuen	"	8.9 ft.
Samshui	"	nil.
Shoklung	"	4.3 ft.

CLAIM TO MILLIONS.

CONTESTED WILL IN
\$6,000,000 ESTATE.

There was a dramatic development recently in connection with the fortune, estimated at \$6,000,000, left by the late Sir Robert P. Houston.

At the Jersey Royal Court, Mr. Cecil Houston Skinner, of London, and his special attorneys asked that a legal inventory be drawn up of the Houston estate in order to safeguard the assets. This request was made under Jersey law, which applies to all persons of Jersey domicile.

Mr. Skinner alleges that he is principal heir, and that it is questionable whether the late millionaire's personality was a true expression of his wishes; also that it is doubtful if he could have prepared a will.

The advocate for the executors opposed the request, alleging it was merely an attempt to abuse Jersey law. The Court, however, set aside the executor's plea and granted the applications.

Through the judgment of the Jersey Royal Court the whole of the Houston estate will be made known.

\$50,000 to Employees.

Mr. Cecil Houston Skinner is a grandson of the late millionaire's sister.

The amount of the estate left by the late Sir Robert Houston, the millionaire shipowner, was not disclosed when his will was proved in Jersey, but it is understood to amount to about \$6,000,000.

The beneficiaries are:—
Lady Houston, the widow, four-fifths of the estate.

Mr. George Henry Appleton, a friend and partner of Sir Robert Houston, one-fifth;
Mr. Walter Francis Roch, \$15,000;

Mr. William Sanders Fieke, \$5,000;
Mr. John Herbert Cornford, \$10,000;

A sum of \$50,000 was left to be divided among the employees in Sir Robert's companies.

Since the proving of the will, however, the Jersey Royal Court authorised the appointment of a curator responsible for the person and property of Lady Houston, who was found incapable, mentally and physically, of taking care of herself or her fortune.

Sir Robert claimed Jersey domicile in his will, which has led to the raising of the question as to whether the British authorities can claim estate duties.

Entertainments.**TODAY at the CINEMAS****TO-DAY**

at 2.30, 5.15, 7.15 and 9.15 p.m.
POSITIVELY LAST SHOWING
of the enormously popular
Universal super comedy

**The Cohens &
The Kellys**

Starting Sunday

The Intriguing Light Comedy

WATCH YOUR WIFE

TO-DAY ONLY

at 5.30 and 9.15

ERNEST TORRANCE

in

The Exciting Comedy Drama

THE FIGHTING COWARD

No Picture shown at the Star for weeks past
has aroused such favourable comment as this.

TO-DAY and TO-MORROW

at 5.15 & 9.15 p.m.

MARY ALDEN AND

HARRY T. MOREY

in

THE EMPTY CRADLE**CITY HALL**

JULY 12th, 19th, and 21st.

Brick Morse's

CALIFORNIA COLLEGIANS

The World's Greatest College Entertainers

10 piece Jazz Orchestra

Male Chorus of 20 Voices

Instrumental and Vocal Soloists

Snappy Novelty Acts—Clever Comedy Artists

Booking now open at Moutrie's

Prices \$3, \$2, & \$1

THE BANDIT EVIL.**BATTLES WITH TROOPS.**

Information has been received at Canton that scattered troops of the Yuet Kwan are gathered at Tamsui, to the number of over a thousand strong, and four Regiments of the 20th Division have been despatched by the Canton-Kowloon Railway to Ping Hu, and from there, the force will march to Tamsui with orders to round up the Yuet Kwan.

No quarter is to be given in case of resistance.

Taking advantage of the present military situation, the bandits in the East River districts have been committing depredatory raids with greater intensity. Lately, the Police have arrested a considerable number of emissaries who confessed that they were in collusion with these bandits, and have been supplying ammunition to them. As a result, the military

authorities have taken extraordinary measures, and the capture of arms and ammunition on various occasions, has proved the veracity of the statements of those arrested.

Both Generals Ho Ying-yun and Ching Chih are now conducting extensive operations against the bandits. Several severe engagements have been fought, with the result that the bandits have been defeated with heavy losses. Three bandit chiefs are stated to have been killed in action.

The largest band of brigands, being four or five thousand strong under the notorious brigand Chief Yuen Har-kow, whose sphere of activity embraces Tung Kom, Wei Sien, Pok La, Kwai Sin, Waichow and Chensien districts are giving most trouble to the Government troops. These bandits never fight when outnumbered, but when they do offer battle, the Government troops are invariably worsted.